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LOS ANGELES A GUIDE BOOK

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1907



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LOS ANGELES A GUIDE BOOK

COMPILED UNDER THE DIRECTION OF

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BY

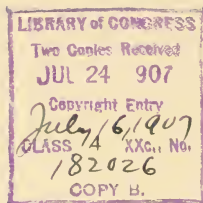
ALICE MARY PHILLIPS

FOR THE

National Educational Association

1907

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As a souvenir of Los Angeles and of the Convention of 1907, this little book has been prepared for the members of the National Educational Association. It makes no pretensions of being a complete guide, nor does it seek to take the place of the railroad and street car folders. In the gathering together of the material, the aim has been to give a connected story of Los Angeles and Southern California, from the time of the original inhabitants, the Indians, up to the present day. If those who read are enabled to form any clearer idea of this country and are thereby interested and the more inclined to love the land of sunshine and flowers, the mission of the book will have been accomplished.

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LOS ANGELES: A GUIDE BOOK

EARLY HISTORY

THE history of Los Angeles, the history of all California, begins in Mexico. Juan Rodrigues Cabrillo, starting from Navidad, State of Sinaloa, Western Mexico, in 1542, and sailing up the coast, entered the Bay of San Diego, and, landing where the city of that name now stands, he was the first European to put foot on California soil, thirty-seven years before Sir Francis Drake sailed past the Golden Gate. He then sailed into San Pedro Bay, which he called the Bay of Smokes. From there he probably obtained his first view of the present site of Los Angeles, but it was two centuries later before any white man entered the valley in which the city is situated.

Baja, or Lower California, apparently barren and unproductive, was prospering under the rule of the Jesuits and Dominicans, but by order of His Most Catholic Majesty, Carlos III, the Jesuits were removed from power, and the Franciscans were given Alta California for their territory, with Baja California left in the control of the Dominicans.

The Franciscans, under Junipero Serra, started the first Mission at San Diego, in 1769. That same year Captain Gaspar de Portola, by appointment of the Spanish crown Governor of the Californias, crossed the Los Angeles river where the Buena Vista bridge now stands, and marched over the Elysian Hills, through the Cahuenga Valley, and very likely down to the present Plaza. It was the second

day of August, the feast of Our Lady of the Angels, when in grave sonorous Spanish, Portola took possession, with his followers, of the site of the present city in the name of Spain, and called it Nuestra Señora la Reina de los Angeles. The river they called Porciuncula, from a stream in Italy dear to the heart of St. Francis. At that time there was a straggling Indian village called Yang-Na where Commercial and Alameda streets are now. The Indians were

stupid but friendly, and made no resistance to the strange white men. It was twelve years later before the formal establishment of the pueblo which has since become the city of Los Angeles.

Father Serra founded his second mission at Monterey, the then most northerly point of Spanish occupation. The missions of San Antonio de Padua and San Gabriel Arcangel between San Diego de Alcalá and San Carlos



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An Early Map

Borromeo were next dedicated. Before the time Los Angeles was founded there had been eight missions established between San Diego and San Francisco, one presidio, Monterey, and one experimental town, San Jose. As every one knows, the missions were the outcome of the plans of the church for christianizing the Indians, and the little towns which sprang up around them were natural outgrowths.

The real colonization of Alta California was part of the theoretical scheme formulated in Spain, adopted from the Romans, whereby there were to be presidios and pueblos.

with the pueblo as the unit of settlement. The presidio was purely a military post, consisting solely of a fort with its soldiers, and the pueblo was a town wherein was to be centered the industrial, social and political life of the country. Monterey, San Francisco, Santa Barbara and San Diego were presidios, while the first established pueblos were San Jose, Los Angeles and Santa Cruz.

When Colonel Felipe de Neve was appointed Governor of California, the whole of Alta California was depending on the port of San Blas, in the state of Sinaloa, for supplies, an inconvenient and unbusinesslike arrangement,

owing to the great distance from the scene of operations. De Neve, who was second only to Father Serra in ability and force of character, prepared to found towns which should form the bases of supplies for the presidios and missions. San Jose was founded for this purpose in 1777, and Los Angeles in 1781. In spite of this fact, Los Angeles was the first legally ordained city of California, San Jose having been established by way of experiment, without specific authority from the King. De Neve conceived the idea of establishing the pueblo at Los Angeles as the prin-



cial base of supplies. The plan had the approval of the Commander, General Teodoro de Croix, who sub-



Early Los Angeles

mitted it to Galvez, member of the King's colonial council, who then presented it to King Carlos, and from him it was returned to De Neve as a royal regulation. De Neve then ordered Captain Rivera to secure settlers for the new town.



This was not accomplished until 1781, when eleven families were induced to leave the fertile plains of Sonora and Sinaloa for the unknown land of Alta California. A plan of the pueblo was drawn up, which specified that it was to contain four square leagues,

and thus the original Los Angeles measured six miles each way. Near the center of this area, where now are

Marchessault, Main, Bellevue and High streets, a plaza was laid out, 275x180 feet, around which were building lots 111x55 feet in size. Outside of this there were seven-acre fields, two for each settler, and a common pasturage. The streets of the pueblo were to run northeast and southwest, and southeast and northwest, to secure sunlight in the houses from all sides.

On the fourth of September, 1781, the families arrived from San Gabriel, led by the governor with soldiers bearing the Spanish banner. At the plaza a procession was formed of governor, soldiers, priests from San Gabriel with their Indian acolytes, the male settlers and the women and children, who carried the banner of the Vir-



The First Plaza

gin. About the plaza the curious Indians from Yang-Na saw the priests ask a blessing on the new town, heard the speech of the governor and the final prayers and benedictions of the priests. This solemn and impressive ceremony proclaimed the establishment of the first pueblo or town in the new California, specifically authorized by the King of Spain, now the phenomenally prosperous city of Los Angeles.

Under the arrangement with the colonists of Sinaloa made by Captain Rivera upon the instructions of Governor De

Neve, each settler was allotted his building site and parcel of farming land, providing that he should, within three years, build a good adobe house and clear his land, and



he was supplied with a few chickens, corn and wheat for seed, farming instruments and a little live stock. After five years he was to obtain title to his portion, but this title was

in the nature of a leasehold for life, the land remaining the property of the king. The little colony increased considerably in the next few years by reason of the addition to population of the soldiers who had finished their term



of service and who married native women, and later, the daughters of the original colonists. By 1790 the number

of families had increased to twenty-eight with a total population of 139. One family had departed for San Jose, and in return San Jose had furnished a substitute in the person of Sebastian Alvitre, who for many years enjoyed the distinction of being the most wicked man in California. Most of the reports of the Comisionado of Los Angeles to the governor at Monterey contained the information that Alvitre was in jail again.

The names of some of the new settlers are still well known and have been perpetuated for all time as designating certain localities round about and some of the principal thoroughfares of the modern city, among which may be mentioned Figueroa, Garcia, Dominguez, Pico, Reyes, Ruiz, Lugo, Sepulveda and Verdugo.

Until 1788 Vicente Feliz, a corporal of the governor's military establishment, acted as general manager of the colony or pueblo, under the title of "Comisionado," being the only local administrative, judicial and legislative authority. After 1788, the pueblo, being theoretically entitled to local self-government, was to elect an alcalde and two regidores or councilmen. The records of the times are so meager that little can be told of its affairs. The little pueblo went along quietly enough. The building of the irrigating ditches, the planting and harvesting of crops, the small business affairs of the colony proceeded in a leisurely manner, as became the newly constituted aristocrats in a country of *dolce far niente*. The natural fertility of the soil and the salubriousness of the climate conspired to make existence easy and agreeable.

In 1790 the colony produced a larger crop of grain than any of the missions, except San Gabriel. Ten years later



the crops of grain had increased beyond local requirements to such an extent that it was proposed to furnish

annually for the San Blas market 3,400 bushels of wheat at a price equal to \$1.66 per bushel.

New settlers arrived; old soldiers came down from Monterey to pass their days in the enjoyment of their pensions and in the comfort of a warm and equable climate.

Long life and good

health were then, as now, the perquisites of the inhabitants.

The census of 1790 revealed an interesting commentary upon the glorious climate which has made Los Angeles the mecca of seekers after health and long life. Out of eighty adults, nine were over ninety years of age, an extraordinary ratio. The settlers induced the Indians to perform most of the hard work, and therefore were enabled to pass the time with the sports and pleasures of the day, cock-fighting, dancing and social intercourse.

In 1784 Felipe de Neve, the first Governor of California and founder of the city of Los Angeles, died, having been succeeded as governor by



An Early Ranch House



Pedro Fages in 1782. The history of our city from this time forth is a large part of the history of the rise and fall of the missions and their founders and the history of the progress of the whole state under Spanish rule. It is all of absorbing interest, but is too voluminous for this little book, and our visitors must be referred to the more pretentious histories of that time. The most complete and interesting of these, written by Charles Dwight Willard, was published by the Los Angeles Herald during 1901, and afterwards printed in book form by Kingsley, Barnes & Neuner Company of this city, to which we are indebted for much of the information in this volume.

The history of our pueblo, like that of all California, has an atmosphere of romance, which appeals to the imagination of visitor and resident.

Look down from the summit of Mount Lowe, across the hills and valleys that stretch away to the Pacific, orange groves, flower gardens, quiet villages, palaces and cottages, a large town, a great city. The background of all this charming picture is made by the brown hills, now as in those colony days covered with the native grasses, alfileria, burr clover, wild oats, which furnished free fodder for the thousands and tens of thousands of cattle, the natural increase of the small herds of the first colonists.

With your mind's eye follow El Camino Real from Mission San Diego twenty days' travel to San Francisco. The journey has been described in song and story. There



Mission
Santa Ysabel

were the padres at their beautiful mission stations, hospitably receiving the weary traveler at the end of the day,



offering an Indian servant to care for the horse and prepare the bath for the horseman. Gardens of brilliant blossoms, of flowers and fruit, furnished rest and refreshment for eyes weary from the glare of the sun and strained by the limitless vista of hill and plain; a glass of native wine, a substantial meal, a chat with the padre in the garden cooled by the evening breeze, a peaceful sleep beneath the stars, and then another day's journey began. The padres in their missions were the bone and sinew of the early industrial growth of California.

Their foresight and energy made industrious workers of the native Indians. Flocks and herds increased, grain



fields were tilled and planted, harvests were bountiful; and in the meantime Los Angeles grew and prospered.

While the colonists on the Atlantic Coast were fighting for existence with hostile savages, wrestling with giant trees, clearing stubborn soil, suffering with cold and hunger during winters of snow and ice, the Californians were leading a life of ease and pleasure while Indian servants performed the labors of field and farm. Faint echoes of the wars in Europe and of the Revolution in the English colonies reached the Pacific shores months and years after the momentous events occurred.

But nature's peacefulness must ever be disturbed by man. When Spain was fighting her battles at home, she failed to furnish money and supplies for the military branch of her distant colony. There were clashes of authority between the padres and the governors. Levies were made upon the treasure chests, the granaries and the cattle range. There was almost constant strife between Church and State, until at last the missions and their glory were destroyed by the rapaciousness of military tyranny. Nevertheless there was a constant increase of

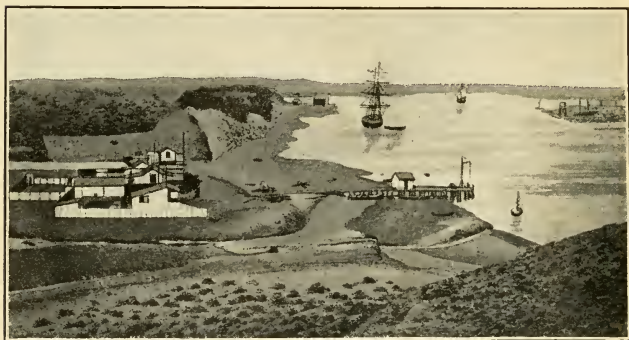


prosperity and wealth. Los Angeles had been selected by the Fates as the metropolis of an empire.

In 1805 the first American ship sailed into San Pedro harbor to barter with the colonists for otter skins and food supplies. Afterwards a considerable trade in hides and tallow was carried on despite the fact that all commerce with foreigners was forbidden by the home government, and the traders were smugglers.

In 1806 the growing of sisal hemp from plants imported from Sinaloa became a profitable industry. The fiber was exported to Spain.

In 1812 work had been begun upon a church building



located somewhere east of the Plaza, but when the river changed its channel during the great flood of 1815, the location was changed to the present site of the Church of Santa Maria, Our Lady, Queen of the Angels. Five hundred cattle were contributed by the citizens, but these were appropriated by Governor Sola, who promised in return to build the church out of the government revenues. As the home government was unable or unwilling to furnish funds for the support of the civil and military authorities of the colony, the promise was not fulfilled, and the work on the church edifice was abandoned until, at the request of the president of the missions, the padres contributed seven barrels of brandy worth less than \$600

for the continuance of building operations. In 1821 the fund being exhausted, the padres were again appealed to, and more brandy was contributed. Governor Sola also made a subscription of cash, in which he was joined by colonists in all parts of the state. The church was completed and dedicated in 1822, and the present edifice was constructed in 1861, largely from the material in the old building.

During the quarter of a century in which California was a territory of the



Mexican Republic, no less than eight regularly appointed governors administered its affairs, besides several who were self constituted or held temporary power as the result of the long series of revolutions. Los Angeles being the largest pueblo in the colony, it was ambitious to become the capital, and was the headquarters of the various conspiracies that undertook to achieve independence of Mexican authority. In 1825, Jose Maria Echeandia having



succeeded Arguello as governor, moved from Monterey to San Diego, preferring the latter as a place of residence. This action being resented by the people of Monterey, the

capital, a rebellion was fomented and the rebel army marched southward. Governor Echeandia met the malcontents near Santa Barbara with 150 men, and one of the bloodless battles of that period took place, and the rebels were put to flight.

In 1831, Manuel Victoria was appointed to displace Echeandia as governor, and almost immediately a movement was begun in Los Angeles to depose him. A manifesto was issued signed by the leading citizens, including Pio Pico and Jose Carrillo. About two hundred men were enrolled and marched northward to meet the governor's forces coming from Monterey, which had again become the actual seat of government. Two of the prominent members of the Los Angeles party were killed in a personal encounter, the governor was wounded, and his troops defeated. The colonial legislature elected Pio Pico governor, but his title was contested by Echeandia at San Diego and Zamorano at Monterey. Each claimant assembled one of those miniature armies which was the principal feature of the revolutionary tactics of those days. They marched within sight of each other and then marched home again. Meanwhile a fund had been raised towards which Los Angeles citizens contributed \$125 to send the regularly appointed governor, Victoria, out of the colony.



In the early part of 1832, Jose Figueroa was appointed to take Victoria's place, and he held the position until his death three years later. He was the best of all the governors appointed by Mexico, and was succeeded by Pariano Chico, the worst. Within six months, after having incurred the enmity of all sections and having had an especially bitter altercation with the principal officials of Los Angeles, who were arrested by his orders and con-

demned to death, Chico suddenly departed for Mexico. The imprisoned officials were released; Gutierrez, next in command to Chico, undertook to act as governor, and this precipitated another revolution. This was led by Juan Alvarado, who had been an employe in the custom house at Monterey. His forces compelled Gutierrez to capitulate, and Alvarado announced his intention to declare the independence from Mexico of the "free and sovereign State of California." This declaration did not please the Pueblo of Los Angeles, and when Carlos Carrillo was appointed governor by Mexico, he had no difficulty in raising a volunteer "army" from among the residents of Los Angeles to proceed against Alvarado. A "battle" took place at San Buena Ventura; one man was killed, and the Los Angeles forces were put to flight. Alvarado continued as governor for five years, and in 1842 was succeeded by the Mexican General Micheltorena. During his term of three years there was constant strife between the colonists and the band of adventurers which accompanied him from Mexico in the guise of soldiers. They were designated by the colonists "Micheltorena's Lambs," and their depredations were the cause of another revolution lead by Alvarado. In this Los Angeles sided with the revolutionists, and a fierce battle was fought near by, at Cahuenga. Micheltorena, being defeated, returned to Mexico, and a citizen of Los Angeles, Pio Pico, who had been temporary governor in 1831, became the



The First Trading Post

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last of the governors of California under Mexican rule. Visits of vessels were few and far between, and the arrival of a small vessel from Mexico in 1822, announcing the close of the revolution and the accession to power of



the Emperor Iturbide, aroused the colonists to new thoughts and desires, not always good ones. The spirit of revolution which prevailed in Mexico after that time was communicated to Los Angeles, which became headquarters for revolutionists, and miniature wars were fought



An Olive Mill

mostly without bloodshed. The spirit of strife was in the air. Incapable and tyrannous governors robbed the missions. Outlaws and renegades held up the luckless traveler or levied tribute upon the herds of the padres and colonists.

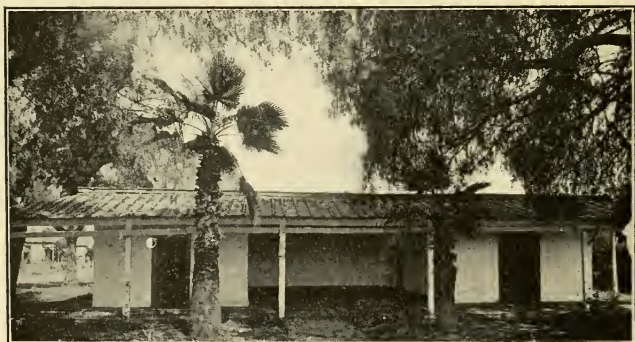
Mexico began to make California a dumping ground for criminals, and until the protests of the colonists were heeded many

shipments of undesirable men and women were thrust upon them. There were floods and drouths to destroy the property and try the courage of Los Angeles citizens. The population increased notwithstanding, and from 1810 to 1820 the number of inhabitants of the pueblo doubled. In 1830 the population had grown to the number of 1,200 souls. In 1835, during the revolutionary strife, an effort was made to move the capital of the colony from Monterey to Los Angeles, and the order for removal was promulgated by the government in Mexico City. Not until 1845 was the order made effective, and events were then moving so rapidly that the change was of little importance, for two years later the American flag was hoisted over the presidio at Monterey, and Pio Pico, the last Governor of California under Mexican authority, retired to private life. California prepared to take her place among the American states, and our city of Los Angeles entered upon a new era of her destiny, prepared, as always since, to extend a welcome to the settler or tourist seeking homes, wealth or health.



GROWTH OF THE CITY

The first American, as the term is used to designate a citizen of the United States, to settle in Los Angeles was Joseph Chapman, who came around the Horn in 1818 with Bouchard the pirate. Having been taken prisoner when Monterey was captured, he journeyed south when released, and, arriving in Los Angeles, became a man of mark on



General Fremont's Headquarters

account of his mechanical ability. He built for Padre Zalvidea at San Gabriel the first successful water power grist mill. He framed the timbers for the first church and his work may now be seen in the Church of our Lady of the Angels, which was constructed from the original. He also built the first boat, which was constructed at San Gabriel, taken apart and carried to San Pedro, where it was reassembled and launched. For thirty years Chapman exemplified among the indolent natives the energy and skill which have enabled Americans to build this great city.

The industrial growth of Los Angeles, begun so humbly by this American pioneer, advanced with varying for-

tunes. From 1830 to 1845 it was scarcely noticeable. A few parties of hunters and trappers found their way from the East across the mountains and plains. They were received with scant courtesy by the colonists, who, faithful in their allegiance to Mexico, instinctively felt the danger to their quiet, pastoral existence in this advance of eastern energy and ambition. The arrival of Commodore Sloat with his warships; the action of his successor, Commodore Stockton, in taking possession of Monterey in advance of the beginning of war between the United States and Mexico; the subsequent capture of Los Angeles—then the capital of the colony—by the combined forces of Commodore Stockton and General Fremont, are matters of history fraught with great significance to our embryo metropolis. There was a serious revolt against American authority; the garrison under Major Gillespie left by Fremont to hold the captured city was forced to leave. Afterwards the American forces were defeated at the battle of Dominguez Ranch.

The arrival of General Stephen Kearney with troops from Fort Leavenworth, Kansas, and the return to this city of General Fremont, finally resulted in the battle of



San Gabriel, ten miles from Los Angeles, and on January 10, 1847, the city was again in possession of the American troops, of which Commodore Stockton as superior



Building Occupied by Stockton

officer was in command. The house chosen by him as military headquarters is still standing on Olivera street. A fort was built on the hill above the present Broadway tunnel, called Fort Moore. The Californians surrendered to Fremont, who had arrived with his army from the

north. A conflict of authority between Stockton, Kearney and Fremont resulted in the appointment by Stockton, of Fremont as governor of the territory. He served in the capacity less than two months, when, as a result of the controversy between these authorities, Fre-



mont was recalled to Washington, found guilty of insubordination and was allowed to resign from the army.

The city was under military authority, represented by about five hundred troops, until August, 1848.

The first American legislature of California met in 1849, and divided the state into counties, of which Los Angeles was one, its boundaries including part of the present Kern County, all of San Bernardino, part of Riverside, and all of Orange and the present Los Angeles County. The first assessment taken in this large territory showed



a total valuation in real estate of \$748,000, in improvements of \$301,000, and of \$1,180,000 in personal property. A comparison of these figures with the vast aggregation of wealth now apparent in this area is the strongest commentary upon the industrial progress of Los Angeles and



Sixth Street Park, 1882

the surrounding country, of which it is the acknowledged metropolis.

Owing to the discovery of gold further north, the great influx of population to California concentrated at San

Francisco, and Los Angeles, which had been the most important and most populous town in Mexican California, was entirely ignored. There was no railroad, and the only regular means of communication with the outside world was a steamer line from San Francisco. In 1850 the population was only 1,610; in 1860 it had grown to 4,400; in 1870 the census showed 5,614 inhabitants.

During this period the condition of the city may be compared to that of a seed sown on fertile soil. It had

reached the stage of corruption. It was perhaps the wickedest city in the United States. Fights, murders, lynchings and robberies were of almost daily occurrence. Law and order were at a discount. Vigilantes were organized to punish bandits and outlaws. At one time the mayor resigned his office to become the leader of a lynching party. This action seemed to be fully justified by the circumstances. Three sheriffs and two city marshals



First Court House

were killed during their terms of office. Finally fifty criminals were captured and placed in jail, eleven were hung, and the social atmosphere became somewhat clearer.

Soon the seed began to sprout. In 1850 the first protestant church was established and others followed. The Masonic order opened a lodge in 1854. The first hospital was established in 1858. In 1856 the yield of oranges was about 400 boxes. The first telegraph line was established in 1860 with San Francisco. In 1868 the first bank was established by Alvinza Hayward. In the autumn of the next year

a railroad was constructed from San Pedro to Los Angeles. The Southern Pacific Railroad from San Francisco was completed in 1876. The next year the first carload of oranges for the eastern market was shipped by Mr. Wolfskill, taking a month to reach the St. Louis market. About 1,500,000 gallons of wine were exported, and now the sprouting plant of industrial development was visible above the surface.



In 1880 the population had become 33,881 and the assessed valuation of city property \$18,000,000. The progress of growth until the autumn of 1885 was gradual.



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Second and Broadway, 1885

The Southern Pacific had completed its connection between Los Angeles and the East over its southern route; oranges and other natural products had been exhibited at

the New Orleans Exposition, and the former had taken first prize in competition with Florida fruit.

The world at large began to see the possibilities of Southern California as a health resort as well as a producer of horticultural products. The completion of the Santa Fe Railroad and the consequent completion of freight and passenger rates induced large numbers of eastern people to inspect the new land of promise. As at the present time, those who came to look remained to live. The rate of fare from Chicago was for some time



only twenty-five dollars and even for a short period as low as five dollars. People of every class came, among them real estate speculators, honest and fraudulent. This sudden influx of optimists caused the most phenomenal advances in prices of real estate and an era of wild speculation resulted, which could have only one ending. The whole country was laid out in town lots. Twenty-five town sites were surveyed between this city and San Bernardino, a distance of thirty-six miles. Farm land formerly worth \$30 per acre was sold as orange land for \$300 to \$500. The recorded real estate transfers in the county for the year 1887 amounted to about \$100,000,000. The assessment of land values in the county outside the city

rose to \$32,000,000 in 1886, and in 1888 was \$63,000,000. The plant which had hitherto grown so steadily and strongly, now, under the stimulus of the forcing process of wild speculation, shot upward so rapidly that only one course was possible; a careful pruning alone would assure continued healthy growth.

Then the reaction came; the next year the assessment was \$47,000,000, and in 1890 had fallen back to the figures before the boom started, \$20,000,000. These figures tell the story of the real estate boom in and about Los Angeles with which the world is familiar.



Now we have followed the propagation of the seed of industrial progress from its planting after the Mexican war, through flood and drouth, revolutions and rioting, through slow sprouting and forced growth, until we are ready to present to our visitors, to the guest and the home-seeker, for personal inspection and judgment, the fairest of municipal industrial trees, loaded with flowers and fruit. Hundreds of smaller trees are growing about it; you may have one of your own; it will grow from slip or seed. Help yourselves; sit down and take care of your portion, and, under the stimulus of good soil, good climate, good associations, and that still more potent factor—the success of Success—you may reach the fullest development vouchsafed to man.

PUBLIC SCHOOLS

The public school system of Los Angeles consists of seventy-nine different organizations, each bearing its separate school name. These schools are housed in seventy-seven buildings, the two evening schools being held in buildings occupied also by day schools. In size



Polytechnic High School

the schools vary from one class of fifty pupils to twenty-five classes of like size. The total enrollment of pupils for the year 1906-7 was 41,578; the number of teachers employed, 1,025.

Three of the seventy-nine schools are high schools, two of them being general literary and scientific institutions, the other, polytechnic. Twenty-eight of the grammar school buildings contain sloyd rooms and twelve of them cookery rooms. These sloyd and cookery rooms are maintained as centers to which boys of the fifth, sixth, seventh and eighth grades are sent for sloyd, and girls of the seventh and eighth grades for cooking lessons. Kindergarten classes are held in fifty-two of the buildings.

In an effort to reach individual pupils who are working at more or less disadvantage in the grades, twenty-two ungraded classes have been established and are maintained as centers to which boys and girls needing indi-

vidual teaching and discipline may be sent. Only twenty pupils are assigned to a teacher in these rooms, so that each one may get the advantage of individual teaching.

Any pupil who in the judgment of his teacher and principal needs individual teaching, is eligible.

In addition to the twenty-two special ungraded rooms, there are three special classes for truants. These special schools are placed in charge of young men whose aim in



management is to make the school life of the boys as far as possible like real life outside of school, the theory being that if school is made like life, boys will like to go to school, for the same reason that they like to live. The theory and plan works so well that the percentage of attendance in these schools averages 99 as against 94 in the regular graded classes.

In connection with the Juvenile Court and Detention Home, a Parental School is conducted in temporary quarters pending the completion of the Parental School building now in process of erection. The plant when completed will consist of school buildings, dormitories, living rooms, shops for manual training and ten acres of land for agricultural education.



It is hoped to have this school ready for the opening of the school year on September 16, 1907.

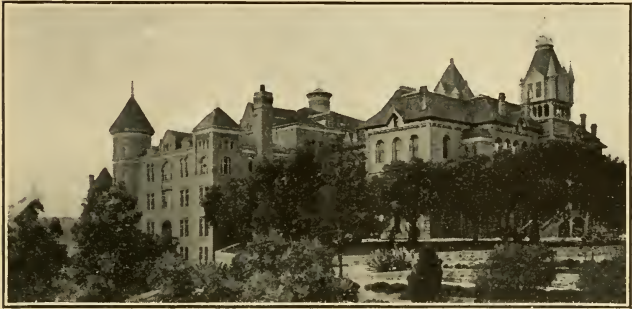
The one feature of the Los Angeles School Department which has in it more of significance for good than all other things combined is the non-partisan Board of Education. In 1904 a new charter went into effect in the city, which changed the membership of the Board from nine members elected by wards to seven elected at large. Before the first election under this charter, at the call of the Municipal League, a committee of one hundred citizens



was formed to try to lift the schools out of politics. This committee elected seven of the busiest and most prominent citizens and placed them before the voters. Two of the political parties endorsed them, and the people elected them nearly unanimously. Since then another election has taken place of the same kind, and the city is well established in non-partisanship in school affairs with all that it augurs for clean and efficient service in the Department.

The Los Angeles State Normal School was opened in September, 1882, and is this year celebrating its twenty-fifth anniversary. In the order of establishment, it is the second of the California system of normal schools, and

was for the first year maintained as a branch of the parent school at San Jose. From the first the institution has maintained the highest practicable standards of prep-



aration and instruction. Beginning with a two-year course, it quickly abandoned this for one of three years, which in turn gave way to a four-year course above the ninth grade. Since the close of the year 1903 graduation from a four-year high school course or its equivalent has been necessary for admission. In 1905, in addition to its regular two-year course, it has had an optional course of three years, offering advanced academic work and securing for its graduates two years credit which may be used in a University course.

The school has a fine gymnasium, well equipped manual training and domestic art departments; and it is the only



normal school in California which maintains a department for the training of kindergartners. The school museum is being reorganized on modern lines, so as to serve more fully the educational needs of the school. New and well planned courses in nature study and agriculture have been introduced and, together with the advanced course in manual training for special students, are proving their great value increasingly.

Besides the regular work of the school, an extension



department is one of the more recent developments, which has for its end the more efficient coöperation of the Normal School and other educational activities of Southern California. The work of this department is conducted by the instructors of the several departments by means of lectures, conferences, and study courses. During the present year this work has been carried on with Women's Clubs, Child-Study Clubs, Teachers' Reading Circles and Farmers' Clubs.

During the twenty-five years of its history, the Los Angeles State Normal School has achieved the magnificent record of an attendance of more than four thousand students, and of having graduated approximately two thousand, who have contributed very greatly to the educa-

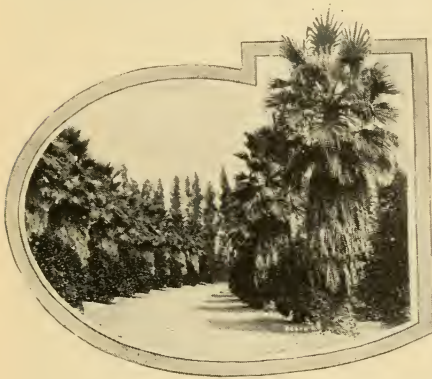
tional progress of not only this, but also other states. Besides the public schools in Los Angeles, there are private schools and colleges of every curriculum and denomination for both boys and girls. At Highland Park between Los Angeles and Pasadena in the midst of twenty-five fertile acres is Occidental College, a Presbyterian institution of high rank and liberal teachings. The Stimson Library is one of the best library buildings on



the coast. The University of Southern California is a Methodist institution and has a medical department. The Catholic schools and convents are so well appointed and

prosperous that they maintain a summer institute for teachers from the dioceses of Monterey and Los Angeles every year.

There are numerous day and boarding schools under the various Catholic orders which maintain a high standard of



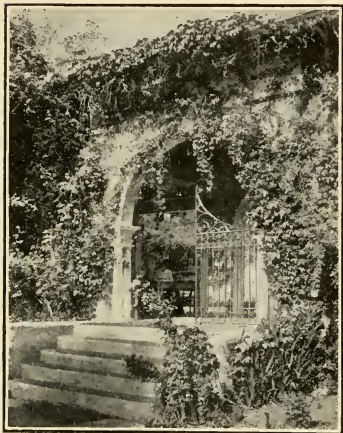
scholarship and culture. One of the most interesting of these is the St. Boniface Industrial School for Indian boys and girls at Banning. Here in the foothills, be-

tween Grayback and San Jacinto, the Indian children learn the trades and accomplishments of the white man. Numerous private schools, both classical and military,

are scattered throughout the city. Harvard Academy, near the grounds of the Country Club, is conducted on the most improved English plans.

The Girls' Collegiate School in the picturesque Casa de Rosas is one of the best known of the schools for girls and the Cumnock School of Oratory and Expression attracts interest because of the building in which it is located, which is a direct

copy of Shakespeare's home at Stratford. Though not in Los Angeles, Pomona College at Claremont deserves attention because it is the largest Christian college west of Colorado. It was organized in 1888, under Congregational auspices but it is not in any sense denominational, having teachers and graduates of every class of religion.



EXHIBITS

Since its beginning the Los Angeles Chamber of Commerce has been inseparably connected with the growth of the city of Los Angeles. The Chamber was organized in 1888 on a small financial basis with only one hundred and fifty members. Since then it has done more than any one other factor to assist in the progress of the city until now it is a successful institution with nearly 2,500 members.



There is no other city in the country that has so large an organization in proportion to its population. Its work is not limited to the city alone, but embraces Los Angeles County and all Southern California. It is located in a six-story building in the center of town and devotes the second and third floors to its exhibits and offices. The exhibits are on the main and gallery floors, the first having 14,000 square feet of space and the latter 7,000. The attractions which aroused comment at the Columbian Exposition, at the Mid-Winter Fair in San Francisco, the Trans-Mississippi Exposition, the Pan-American, the Louisiana Purchase and the Lewis and Clarke Expositions still bring thousands of people from all parts of the world to visit it yearly. There is shown a great variety of Southern California

products, especially fruits, dried, canned and crystalized, some of which are built into artistic and striking shapes.

In a room especially set aside for the purpose is the Coronel Collection, donated in 1901 by Doña Mariana, widow of Don Antonio Coronel, one of the most picturesque and charming figures of the old regime in California, justly one of the most honored in his day. The collection is varied and interesting, including Toltec relics from Mexico, many California Indian artifacts, and a large quantity of articles relating to Don Antonio himself and to the old regime in California. All are worth while, but the Spanish-California part enormously overbalances all the rest in historic and scientific interest, and is literally priceless.

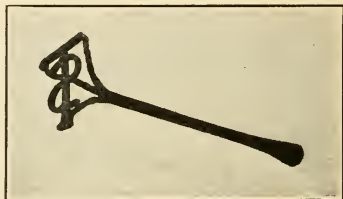


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Don Antonio Coronel

There is the San Diego cannon, the first piece of artillery which came into California with Juni-

pero Serra, and the powder can which was brought at the same time in the ship, the San Antonio. There are articles made of iron by the Indian blacksmiths at San Fernando, —plow points, bells, anvils, locks and keys, spurs, scissors, chains and other articles used in the mission communities of the past century, vessels of hammered copper and raw-hide chain used in surveying the Mission



San Gabriel. There is the mission cattle brand, T. S., so marked for Tembolores, the Earthquake Mission, as San

Gabriel was often called. There are lamps, candlesticks and books that belonged to Padre Zalvidea; there is the cruet used by Junipero Serra at Carmel Mission; and a hundred other priceless relics. Just as interesting and as valuable, because absolutely identified, are the personal belongings of Don Antonio and the mementos of Helen Hunt Jackson. The room is full of memories and historical associations and is well worth an extended visit.



A feature of particular interest, especially to eastern visitors is the Palmer collection of Indian antiquities, one unique and complete in the field that it covers and containing many perfect and rare specimens. Even a superficial study of these ancient relics will give a fairly good idea of the manner in which the primitive races of this locality lived. The mineral collection which was formerly the property of the Southwest Miners Association, well classified and arranged, has a position on the main floor. Other objects of interest can only be appreciated by those visiting the exhibit in person. Every afternoon there is a stereopticon lecture on Southern California in Assembly Hall.



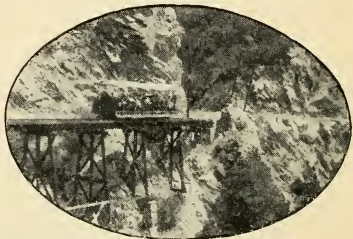
SOUTHWEST SOCIETY OF ARCHÆOLOGICAL INSTITUTE OF AMERICA

The Southwest Society of the Archæological Institute of America is the largest and most active scientific society in the country. At present its collections are on exhibition in

the Pacific Electric Building where visitors are received from two to four every afternoon. There is nothing in Los Angeles that will appeal more strongly to the scholarly than these objects which recall and illustrate the history and romance of the Southwest—"the lives of the men before us." The exhibit includes a series of oil sketches of the Southern California missions painted by William Keith, sketches of priceless value, and the Ca-

balleria collection of 34 oil paintings which hung in various missions before the order of secularization was passed. There is also a fine and, in many respects, a unique collection from the prehistoric pueblos and cliff dwellings of Arizona and a remarkable collection of the artifacts of the "First Southern Californians"—the coast tribe of Indians. In a minor collection is a unique group

of Southern California Indian baskets; the largest and most important collection of Spanish and Indian folk-songs ever made; and the personal relics and papers of



John C. Fremont, the Pathfinder, including the Rocky Mountain flag, which he unfurled on the crest of the Rockies in August, 1842.

The Society has purchased thirty-eight acres which will be the site of a building to be known as the Southwest Museum.



The plans call for a magnificent structure in the Spanish style, modelled somewhat after the old Alhambra. It will be situated on the hill in the valley of the Arroyo Seco in the northeastern part of town opposite Sycamore Grove, on the main highway between Los Angeles and Pasadena. This site will insure a marvellous view "down the valley over the city of Los Angeles and out to the Islands of Santa Catalina and San Clemente; across the wonderful hills which wall the Arroyo Seco from the east; straight down upon the little urban cameo of Highland Park and then for ninety miles along the tremendous bulwark of the Sierra Madre from the Tejuanga to San Jacinto."



LOS ANGELES BANKS AND TRUST COMPANIES

To the discriminating visitor—the one who by knowledge and observation is capable of making comparisons—the visible strength and prosperity of the financial institutions of Los Angeles is one of the most impressive facts to attract immediate attention.

Grand structures, magnificent banking quarters, wide-awake people in charge, and a genuine aspect of business-like methods, on all prominent corners in the city's center, invariably conveys the idea that in the matter of banks this city is well represented.



The underlying facts fully sustain such an impression, for we have—taking the figures officially compiled January 1, 1907—thirty-nine banks, whose combined capital and surplus exceed the sum of \$18,000,000 and whose deposits amounted to over \$100,000,000.

Los Angeles is a very young city, but the size and importance of its leading banks as compared with older cities of equal population are noticeably in its favor. Taking four other cities, having each a population of about 250,000 the standing of their three leading banks, and of the three leading banks in Los Angeles, is as follows:

Deposits of the Three Largest Banks in the Following Five Cities.

1. Los Angeles	\$44,000,000
2. Minneapolis	38,000,000
3. Jersey City	32,000,000
4. Indianapolis	23,000,000
5. Louisville, Ky.	15,000,000

Viewing the entire banking field in Los Angeles as a whole, the showing on January 1, 1907, as to names of banks and total deposits, is as follows:

1. Security Savings Bank	\$15,515,339.36
2. First National Bank	15,450,468.06
3. Farmers and Merchants National Bank..	13,110,929.00
4. German American Savings Bank.....	9,373,447.90
5. Southern California Savings Bank.....	7,569,673.14
6. American National Bank.....	4,701,616.76
7. Merchants National Bank.....	4,286,664.17
8. Los Angeles Trust Company.....	4,154,920.74
9. Citizens National Bank.....	3,135,188.80
10. Central Bank	2,367,273.11
11. Broadway Bank and Trust Company....	2,262,708.72
12. National Bank of California.....	2,150,000.00
13. State Bank & Trust Company.....	1,980,203.86
14. American Savings Bank.....	1,450,126.56
15. Equitable Savings Bank.....	1,348,295.93
16. Commercial National Bank.....	1,320,111.89
17. California Savings Bank.....	1,154,555.63
18. Southern Trust Company.....	1,138,857.30
19. Merchants Trust Company.....	1,073,000.00
20. Dollar Savings Bank & Trust Company..	1,050,331.39
21. Metropolitan Bank & Trust Company....	871,303.00
22. Home Savings Bank.....	748,194.20
23. State Bank & Trust Company.....	578,787.11
24. Bank of Southern California.....	567,482.11
25. International Savings & Exchange Bank..	533,000.00
26. National Bank of Commerce.....	352,584.72
27. Bank of Los Angeles.....	312,118.14
28. Federal Bank	215,265.00
29. Fraternal Savings & Commercial Bank...	207,248.04
30. Japanese-American Bank	165,000.00
31. Market & Produce Bank.....	150,000.00
32. Bank of Highland Park.....	100,000.00
33. Kimmon Ginko	100,000.00
34. South Side Bank.....	81,034.50
35. Manhattan Savings Bank.....	73,000.00
36. Pacific Savings Bank.....	59,668.20
37. Main Street Bank.....	52,000.00
38. Globe Savings Bank.....	50,156.00
39. Bank of Huntington Park.....	35,000.00
Scattering banks, estimated.....	75,000.00
Grand Total Deposits.....	\$100,020,553.28

It is quite clear from the preceding table that the banks here are as strong as they look, and that the visitor's first impression of strength and stability will be confirmed by a closer investigation and analysis of the items which comprise the assets of each institution.



For the accommodation of customers, most of the banks have large banking rooms, and are as a rule, located at prominent corners. In Los Angeles there is a greater proportion of banking business transacted for the assistance and convenience of trav-

elers than in most cities of its size, and this condition has led to the adoption of methods especially designed to give satisfactory service to tourists who are visiting here and who are apt to find it rather inconvenient to secure proper identification in a strange city.

A plan adopted by the leading savings banks is described as follows:

Each bank in eastern cities is furnished with a blank form of letter of introduction addressed to the savings bank in



Los Angeles, and attached to it is a stub for signature of payee. The eastern bank officers send to the savings bank samples of their own signatures. When a customer is coming to Los Angeles, the letter of introduction is filled out by the eastern bank, and the stub with payee's signature is mailed to the savings bank. There is thus on file here, when the visitor arrives with the letter of introduction, a sample of his or her



signature as well as the signature of the eastern bank. This makes a fairly good chain of evidence by which the stranger can be identified, and so saves the trouble and

annoyance which so often mars a visitor's pleasure while away from home. This systematic method of providing identification in advance is rather an expensive one for the bank here, and for that reason its operation is limited to the larger institutions.

As a matter of historical record of growth the banking industry of Los Angeles makes a remarkable showing for the past



forty years, when the first bank was opened here. But the growth of the last ten years is the most noticeable. At that time there were less than 25% of the present number of banks, and their deposits amounted to about 10% of their total today. An increase of about 75% in number of banks, and of about 90% in amount of deposits, is a most exceptional record of ten years' growth.

Taking specific instances of this growth: The three oldest banks now doing business, viz., Farmers & Merchants National (which was organized in 1871), the First National Bank (organized 1880), and the Security Savings



Bank (organized as Los Angeles Savings Bank in 1884), are also the largest, showing that the development has been along natural lines in which the first banks participated in due proportion. The present standing of these three banks in relation to the subsequently organized institutions is as follows:

Security Savings Bank, deposits Jan. 1, 1907..	\$15,515,339.36
First National Bank, deposits Jan. 1, 1907.....	15,450,468.06
Farm. & Mer. Nat. Bank, deposits Jan. 1, 1907	13,110,929.00
Total of these three, Jan. 1, 1907.....	\$44,076,736.42
Total of all other banks, Jan. 1, 1907.....	55,843,816.86
Grand Total	\$100,020,583.28

The stability of our banks is noteworthy. Only two bank failures in its history is the Los Angeles record. These were small and happened in 1893 and 1895, so that in the ten years of greatest growth there have been no black spots to spoil the page of progress.

MERCANTILE INSTITUTIONS

One of the evidences of the growth of Los Angeles is found in the number of first-class buildings that fill the business district. Not more than half a century ago the greater part of the city was built of adobe or wood, and even up to the end of the last century there were few fire-proof structures; now every block shows structures of brick, re-enforced concrete and steel. The business of the



town increased each year and took on the dimensions of a great city's trade, but the appearance of the business district was that of a country village. It was not until the beginning of the century that thoroughly modern buildings were erected in Los Angeles, while today there are whole blocks of imposing structures. From one standpoint this dilatory action has been of advantage to the city, for now that she has begun the erection of modern fire-proof structures she can profit by the experience that other cities have been gaining all these years. Today Los Angeles has hotels, office buildings, banks and stores completed or in course of construction which would be a credit to any city. The modern building is as common, and even more so, here as in the large eastern cities.

and the skeleton of steel, the modern edifice in embryo, grows before one's eyes on every corner. Many of these buildings are put up by the old and tried citizens of Los Angeles, men who have watched the town grow and fostered it and helped to build it into the city it now is. Instances of this are found on every side.

On October, 1905, the tourists and even townspeople were startled by the sight of over a thousand persons, all members of one store, congregated on the corner of Eighth and Broadway to witness the ceremony of breaking the ground for Hamburger's new department store. The ceremony performed on that date was one unique in the history of Los Angeles, one unique in the history of America. There was a multitude of people—men, women and children. Some were driven in carriages; some hurried there in automobiles; others, many others, walked, but they were all there to the number of ten thousand, and amid great enthusiasm the ground was first broken for the greatest and costliest store west of Chicago. There were members of the firm, sons and grandsons of the founder of the store, and employes who had been with the firm since its beginning, and curious and interested citizens and tourists who wished for the success of the great enterprise. There was shown an evidence of interest in the mere erection of a building which would not be shown by the practical easterners and which is an example of the pride and affection that the Angeleno has for his town and its progress. The People's Store has been a part of Los Angeles for over a quarter of a century and has kept pace with the advance of the city. Its founder, A. Hamburger, was one of the "forty-niners" and was a loyal Californian before he came to Los Angeles. Born in Germany, he came while yet a youth to America in a small sailing vessel, and landed at Philadelphia. He traveled and worked in the East and South before coming West, finally settling in Los Angeles as his permanent place of business. Here in 1881 he had a small store on Spring and Requesena streets, but in four years the

increase of his business compelled him to move to larger quarters and to double his force of clerks. Another four years and the second move was made, with a corresponding increase in assistants, and now there is an army of over one thousand, but their four-story building, still on Spring street, is insufficient for the needs of the business. Hence this will necessitate another and a larger move, for which the large structure at Eighth and Hill streets is now being built.

The loyalty of the Angeleno for his home is proverbial and every one takes a pride and a joy in improving and beautifying the city of the Angels and in the development of her industries. The planning and construction of the business blocks are not the mere ideas of a day, but are the result of years of study and hard work. The selection of the site for the model department store which the descendants of the original Hamburger Store are building, was decided upon some years ago and is indicative of the growth of the town toward the southern and higher portion of the city. When the building is completed, it will exemplify the foresight of the builders and will be a monumental structure to which the city can point with pride. Nowhere in the East will there be one that can surpass it in all its details for the comfort and convenience of its patrons and the enjoyment of its employes. It will be six stories in height and will extend from Broadway to Hill street, its seven floors covering an area of over thirteen acres.

Placed end to end the flooring would reach from Los Angeles to Oakland, a distance of four hundred and eighty miles. There will be five million bricks used, all of which are made in the brickyard especially constructed and equipped for this purpose. The show cases placed end to end would cover the distance from Santa Monica to



Pasadena, and there will be hundreds of thousands of square feet of plate glass to let in the daylight, and by night the illumination will be supplied by four electric generators with a capacity large enough to light a city the size of Pasadena, supplemented by an electric generating plant great enough to light ten city blocks.

The building will contain its own heating and refrigerator plants. The twelve electric elevators will have a carrying capacity of twenty thousand persons a day, and the moving stairways or escalators can accommodate four thousand every hour. The immense establishment will be a miniature city in itself, and in order to fill it with merchandise, the buyers for the company will need to travel over three hundred and sixty thousand miles per annum.



All the large stores and buildings of Europe and America have contributed their share to

the success of this new edifice, for by their experience the West has profited and through their failures will come success. Its plans for patrons and employes reached the highest ideal that has ever been conceived and carried out. The parlors, reading rooms, writing rooms and retiring rooms will make the place a metropolitan club. There will be an emergency hospital and a nursery; there will be twelve elevators and a number of moving stairways. One floor will be the recreation floor and so arranged that it can be thrown into a large auditorium, where con-

certs, public receptions, recitals and entertainments will be given. The roof will be transformed into a garden, to be used as a restaurant during the summer months and where will be held festivals and open-air concerts.

The employes are equally well provided for. For them are reading rooms and a library; assembly rooms for lectures and meetings; a dining room; a gymnasium and baths; a class room where new employes will be instructed by competent teachers. The rooms will be kept open during and after business hours, so that they may be enjoyed at all times.



To the people who think of this as the wild and woolly West, it may come as a surprise that Los Angeles can and does support such buildings as this, and this is not the only one. There are few office buildings in town which are not modern and which do not contain every convenience for the facilitation of business. The new grocery store of Jevne's is a marvel seldom seen anywhere in the world. The Pacific Electric Building, where the cars of the railway system enter the building for the taking on and the discharge of passengers, has its duplicate in but two cities on the continent. From its buildings one could

scarcely believe that Los Angeles was a straggling city of adobes but a quarter of a century ago.

MANUFACTURING INDUSTRIES

Among those who regard Los Angeles as a pleasant winter and summer resort, there are very few who think of it as a manufacturing town. Yet by those who know, it is considered that no city west of the Mississippi can equal the City of the Angels in its manufacturing industry. The discovery of crude petroleum in and about Los



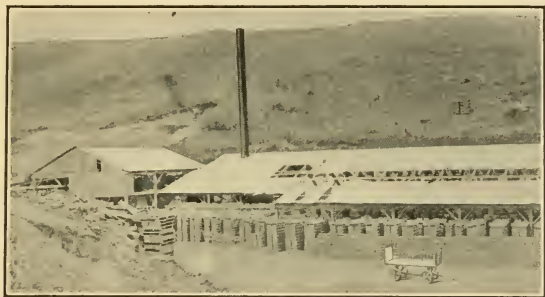
Drying Fruit

Angeles gave to the manufacturing interests a great impetus, for oil has proven a success on the railways and its low price, as compared with coal, has greatly encouraged all branches of manufacturing.

In 1890 the value of Los Angeles manufacturing products was only \$9,893,835 but in 1900 the value of manufacturing products was \$21,297,537, which in 1906 was increased almost two and one-half times, the value in that year reaching to over \$50,000,000.

The Made-in-Los Angeles Exposition, held May, 1907, an exhibit of all the products manufactured in Los Angeles, was a surprise even to the old inhabitants. It

showed that there were over two thousand manufacturing establishments of all kinds in the city, employing 14,000 workmen. If it were necessary the people in the city could live without importing anything but boots and shoes, and even felt shoes and slippers are manufactured at



Dolgeville. From Los Angeles is shipped wine, honey, olives, olive oil, sugar made from beets, jams, jellies, chocolates and crystalized fruits in great varieties. All kinds of delicious food stuffs are supplied to the coast and even to some parts of the East. Green chilis are canned here as no where else in the United States and one firm has shipped 2,000,000 cans of chili peppers in one year, all the peppers being grown in Southern California and the cans made in Los Angeles.

Here are manufactured pipe organs and automatic piano players. From a Los Angeles factory came the largest organ in the world. This had 10,059 pipes and was sixty-three feet long and fifty feet high. There were 80,000 feet of lumber and 130 miles of electric wire used in constructing the interior, and when it left Los Angeles it took twelve furniture cars to move it.

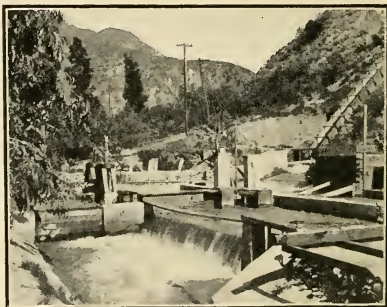


Everything that is used in the building of the fine steel and reinforced concrete structures that are going up every day in the business center of town can be had



from the Los Angeles factories, except hinges and locks for doors. Structural iron, art metal, building paper, rubber sanded roofing, elevators, furnaces and fire escapes are all made and installed by home industry. All kinds of mining machinery, hoists, gas engines,

stamp mills, pumps, concentrators and assay outfits are sent from here to all parts of the world. One firm has sent fifty-five complete sets of laboratory and assay machinery to South Africa. Stoves, ranges and heaters, all kinds of cooking utensils, all kinds of electric appliances and radiators, art tiling, straw board, roller grating, fine silks, furniture, buggies and automobiles need not be imported. They can be bought from home factories. The plant of the sole manufacturers of gold, silver and brass surgical instruments



made from a formula thought for many years to be lost, is located here. California precious stones, kunzite,

tourmalines, azurites, mined in San Diego county are cut and polished in Los Angeles. Baby foods, condensed milk and tooth powders have large establishments—in fact, though some cities may have more extensive plants, there is no city in the country that can show as wide a range of manufactures.

CITRUS FRUIT

The first orange trees in California were only for ornament about the early missions and village plazas, and for a hundred years the fruit grown scarcely met the small local requirements of the scattered settlements and prospective cities. In



1874 the government sent to Riverside the first orange trees of the seedless variety, now so well known as the Washington Naval. Twenty-five years ago the total shipments were scarcely twenty carloads; this year the shipments will approximate over 25,000 carloads (oranges only). This same increase is seen in the products of the lemon orchards. The development of the markets making it possible to dispose of this large increase in production has been due to a

large extent to the California Fruit Growers' Exchange.

When citrus fruit growing in California emerged from

the stage of experiment and pastime into that of profit seeking, the problem of markets immediately confronted the growers. They were thousands of miles from the



populous centers in which their fruit must find consumers, and they had practically no home market or agencies to which they could convert it into ready money at remunerative figures. Now, through the efforts of the various fruit growers, the problem has been solved by the association of the growers into a fruit exchange.

The coöperative marketing of citrus fruits as it is done by this Exchange is not fully understood. In order "to

provide for the marketing of all the citrus fruit at the lowest possible cost under uniform methods, and in a manner to secure to each grower a certain marketing of his fruit and the full average price to be obtained in the market for the entire season," the Exchange was organized. During the thirteen years of coöperation in the marketing of citrus fruits under the exchange system, the output of the state



has increased from 4,000 cars in 1892-3 to 29,000 in 1906-7. Being a growers' organization, the Exchange has always taken a prominent part in the efforts that have been made

to correct transportation evils, to obtain increased import duties on citrus and other competitive fruits and against reciprocity.

The shipments of citrus fruits, including oranges, lemons and citrons, from California in 1901 were 8,800,000 boxes, whereas in the season embracing 1906-7 the shipments will approximate 12,000,000 boxes.

SILK FARM

Silk has been produced in California since 1868 and it has been found that the mild climate of Southern California is as well adapted for the cultivation of mulberry trees and the raising of the worms as that of China and Japan. Just a short distance east of San Gabriel at Mission View, a part of the famous Baldwin Ranch, is an extensive orchard of mulberry trees planted to provide leaves for feeding the silk worms. The coconery for the hatching of the worms and the developing of the silk cocoons is near the entrance to Elysian Park at the corner of Buena Vista street and Solano avenue. The insects can be watched in their development from the egg to the worm, on through the cocoon stage to final emergence of the chrysalis. The succeeding operation of reeling the silk from the cocoon and making it ready for commercial use is equally interesting.



ELECTRIC ROADS

The story of the rapid but steady growth of Los Angeles reads like a fairy tale and it cannot be readily understood until one takes into account what part the elec-

tric railways have had in the building up of this metropolis. It is now acknowledged that the modern transportation methods by way of electric car lines have transformed the entire residential conditions. Distances have



been swept away and it is not only possible, but a daily practice, for people to live in the pure air of the country, and yet be within easy reach of their business in town. Those who formerly lived on a narrow city lot or were confined to the apartment houses now enjoy their acre of



land in the fertile valley and yet retain all the privileges and advantages of a city life. Those who must still live in town can take frequent vacations to the mountains or the sea and the electric railways have provided suburban homes for the people of moderate

means, and pleasure haunts for the citizens of Los Angeles and the inland points.

No city of its size in the world has such an extensive

and well-equipped suburban system of electric railways. And nowhere else is there such a varied program offered to the seekers of rest and pleasure. One may leave the business center of the city and within an hour find rest beneath a fragrant pine tree in a secluded cañon of the high mountains, or turning in the opposite direction, enjoy the pleasure of a dip in the warm waters of the Pa-



Pacific Electric and Los Angeles Interurban Railway systems is generated at the main power plant of the company, at Seventh and Central avenue. The plant consists of 20,000 horse-power, in water tube boilers, under

There are scores of resorts, hamlets, villages, towns, on mountain, amid the foothills or along the beach, to satisfy the tastes and whims of the most exacting. The Pacific Electric and the Los Angeles Interurban systems alone have five hundred miles of track within a radius of thirty miles, and extensions are constantly building. The amount of travel on the cars of these systems is astounding.

Power for operating the cars on the

which California crude oil is used as fuel. This entire equipment is under the control of one man. In engines and generators the equipment consists of six 2,500 horse-



power engines directly connected to the generators. The current is generated at a pressure of 2,400 volts, and stepped by means of transformers to 15,000 volts, and distributed to the various sub-stations, which are located approximately seven miles apart over the entire system, there being twenty of these stations equipped and running at the present time, each one of which is capable of turning out 2,000 horse-power and applying the same to the trolley wires

covering its particular part of the system.

Sub-power plants are located, one in Pasadena, consisting of 2,000 horse-power and one in the western part of the city of Los Angeles, having an equipment of 2,500 horse-power. These power plants constitute the main source of supply, additional power being purchased from the lines of the Kern River Company, whose plant is located at Borel, one hundred and thirty miles from Los Angeles.



The home of the Pacific Electric system and the station for the despatch of its numerous passenger coaches is a magnificent nine-story building at the corner of Sixth and Main streets, containing on the ground floor

spacious waiting rooms, a good restaurant and lunch room, drug store, news and curio stands, and train shed. This is a modern steel and concrete building, actually fire-proof, and containing about eleven acres of floor space. In addition to the up-to-date passenger station, five floors are fitted up and leased to individuals for offices; the seventh floor contains the general offices of the Pacific Electric Company and allied interests, and the eighth and ninth floors are occupied by the Jonathan Club. The rooms of this Club, together with the adjacent roof garden, are con-



sidered equal to the quarters of any social club in the country. An average of six hundred cars are received and dispatched daily from this station.

The freight traffic and mechanical equipment of this system are no less interesting than its passenger business. The equipment for the handling of freight trains on the suburban lines compares favorably with that of many much more extensive steam roads. Freight cars built in the local shops of the company, of which two hundred are in service, are of forty tons capacity and built to meet all master car-builders' standards. Four modern engine motors of two hundred horse-power and weighing fifty-two tons each, incorporating the best modern ideas for

electric haulage, were designed and constructed in the local shops. They are capable of handling each twenty-five cars, or about one thousand seven hundred and sixty-three train tons, at a speed of thirty miles an hour, and can haul



one thousand tons of freight on a one-per-cent grade at fifteen miles per hour. The trolley cars used on the street lines of the city are also built by the company at the local shops. The mechanical department of the company alone employs upwards of one thousand men.

Not the least interesting item of the mechanical equipment of this remarkable electric railway system is the switching arrangement already installed at seven stations, placed at the intersections of streets where the largest number of cars are operated. The lack of a suitable and economical method of adjusting switch frogs attracts the attention of all those who ride daily upon the street cars of all large cities. The usual method, requiring the presence of a switchman with his awkward iron rod, or the necessity that the motor-man or conductor shall get down from the car to open the switch, seems too slow and antiquated to be used on any system well equipped in every other respect. A Los Angeles man has solved the problem. All signals are given and switches thrown by a switchman located in a tower, which is placed at street corners, on a hollow casting nine inches in diameter; the



base of the tower is nine feet eight inches from the sidewalk, the operator having a full view of cars approaching from all directions. Switches are thrown by hydraulic



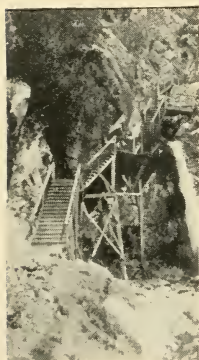
pressure, the water being obtained from the city mains. The semaphore blades are electrically operated by solenoids. Two lights are displayed from each semaphore, one a red light and the other a green light, green light being signal for car to proceed. This method greatly facilitates switching the cars rapidly, with no danger of collisions, providing signals are properly observed, and fifty per cent more cars may be switched than by old methods. In the near future an elevated structure of steel similar to those used by the elevated railways in New York, Boston and Chicago will be built on Los Angeles street, enabling all the suburban cars to arrive and depart without interfering with the service of the



city cars on Main and the adjacent streets. It is intended that the use of this structure will make it possible to despatch cars from the station at the rate of one every minute.



Mr. H. E. Huntington, the genius whose brains and money have conceived and built up the system of trolley roads which enables the resident and the visitor to most easily enjoy the natural beauties and advantages of the country surrounding our city, is one of the remarkable men of the age. Broad-minded and enterprising, he has



not only made his own business a great success, but has contributed by his ability as much as anyone to the material progress of Los Angeles and its environs.

The Los Angeles Pacific is a purely suburban line, using its ten miles of track within the city limits only as a connecting link between the metropolis and the new towns which are springing up all the way to the seashore. It was a pioneer road in building electric car lines to any of the Southern California beaches, its initial line being built in 1895 from Los Angeles to Santa Monica, a distance of eighteen miles. Since then it has attained a trackage of over 200 miles and it keeps at present 290 passenger cars in daily requisition. In

addition to its general service, it conducts the popular balloon route excursions which visit all the seaside resorts along its lines, showing the beauty of Pacific Coast towns. This road makes a special feature of its express and freight service and has arranged a system of thirteen trains, some with over ten cars each, which, in addition to the regular mail cars, carry most of the express and freight which comes from the seacoast towns west of Los Angeles.

Besides having one of the best electric railway systems, urban and interurban, in the country, Los Angeles can boast of the most unique, interesting and picturesque inclined railroad in the world. Right in the heart of the city, ascending Third street from Hill, is a 304-foot incline on which are operated two quaint little cars, which carry passengers every minute of the day up Third street hill, 100 feet from the level of Hill street. At the top of Angel's Flight is a rest pavilion overlooking the city and above that 100 feet is a tower called "Angel's View," from which can be obtained a sight of the city from the sea to the mountains. This little railroad is so well patronized that in its six years of existence the records show that it has carried more passengers per mile than any other railroad now in operation, and this absolutely without accident—a truly creditable history.



LOS ANGELES—IN AND ABOUT



Los Angeles is in many respects much like other cities of its size. It has its theaters, restaurants and amusement parks. There are a number of good stock companies, a high-class vaudeville theater, and traveling players from the East stop in town for a week's engagement.

Then there is the Chinese theater and the oriental joss houses. Situated near the Plaza and not far from old Soñora town, the Chinese quarter is in the heart of an interesting district. There we see the merchants with their fascinating wares, beautiful embroideries, gorgeous Satsuma, hideous images of the gods and the weird charm-like ornaments.

Facing the Plaza is the Church of Our Lady of the Angels, built in the days when Soñora town was the great pueblo of California. Here the old families came to worship and the padres said mass. The old church contains paintings by the mission Indians of their idea of Via Crucis. Weird and grotesque as the pictures seem, they are, nevertheless, interesting and valuable.

On the outskirts of town is the Los Angeles Ostrich Farm and the Indian Crafts

Exhibition. Alexander Pope once uttered a profound truth in saying that "the proper study of mankind is



man," and nowhere can this be pursued with greater interest or more advantage than among the aboriginal inhabitants of the Western Hemisphere. A permanent exhibition of a most fascinating life that is fast being changed by the ever advancing world of progress has been installed in the Indian Crafts Exhibition, near Eastlake Park.

Realizing the great and growing interest which is felt in the Indian, there are gathered together here in Los Angeles representatives of practically all the important tribes, especially those noted for their handicraft, and placed before the visitors to the Indian Crafts Exhibition what it would cost months of time and great expense for the enthusiast in Indian lore to see in any other way. There are gathered here typical groups of Indians from various tribes of both North and South America, who live in their primitive habitations, wear their native dress and work at their aboriginal handicrafts.

The Indian Crafts Exhibition occupies fifteen acres of land on Mission Road, near Eastlake Park, and is readily accessible from Los Angeles and Pasadena. Taking advantage of the natural growth, there has been developed a woodland



primeval in the heart of the Land of Poco Tiempo, where rocks are in the rough from the Great Creator's hand, and where the wondrous hues of creation are fresh and glowing today as they were when the morning stars sang together for joy. Here one may see the Navajos, those rare blanket weavers and quaint silver workers; the potter too plies her craft and the basket weaver is busy.

Chief Son-i-hat's House and Totem-Pole, by far the most historic in Alaska, were purchased and brought here at great expense and form part of the Exhibition. This Totem-Pole is the first and only one ever sold and taken from Alaska to stay.



The principal Exhibition Building is an exact reproduction of one of the old Maya Palaces of Yucatan, and without doubt represents the highest type of architectural

development of pre-Columbian man on this continent. It is divided into two large Exhibit Halls, one containing only goods of Indian manufacture and the other souvenirs. The Indian room contains a large and rare collection of aboriginal handicraft—Navajo blankets selected for their weave, coloring and dyes; pottery and basketry. In fact, the Indian room contains the best and most complete collections of genuine Indian curios in America.

PARKS

It is a sensible and beautiful custom of the Spanish people when establishing a new town or pueblo, that of devoting a larger or smaller square of land, usually in



the center of the settlement, to be used as a plaza or park. This was customarily planted with trees and flowering plants, furnished with stone or cement seats, where young and old gathered in the evening to listen to the music of some improvised orchestra and to discuss the gossip of the day. There is scarcely a town in all that part of the Americas settled originally by Spaniards without its plaza or park. And thus it is not strange that the original pueblo of Los Angeles was built around the Plaza which still retains its Spanish name.

About it in those early days were clustered the homes of the aristocrats, and within its small area the dons and

señoritas gathered of an evening to listen to the sweet strains of Spanish guitars and to discuss the small news of the day. This old Plaza is now but a small open

space in the midst of the Mexican and Chinese quarter.

The little lesson taught by the founders of the pueblo has not been lost upon the inhabitants of the great city, and Los Angeles has more area devoted to public parks

and play grounds than any other city near its size on this continent. There are sixteen public parks, with a total area of 3,750 acres. So much of this acreage was a part of the original pueblo grant or was purchased or donated in the early days that the total amount expended for purchase money by the city is only about \$16,000 for property worth millions of dollars.

In 1887 the present Westlake Park was a desolate alkaline mud-hole. Today it is one of the beauty spots of the city, surrounded by beautiful homes, one of the most picturesque and noteworthy of which is The Bivouac, the residence of General Otis. The park contains thirty-five acres, of which the



lake covers ten acres. English white swans, storks, pelicans and water fowl vie with sail and row boats in giving vivacity and life to its placid waters. A short trip on the Seventh street car line to this beauty spot is well worth while.

Eastlake Park on the old Mission road toward the eastern limits of the city contains fifty-six acres, eight of which are covered by the lake. Thousands of visitors assemble here on Sundays and holidays to hear the band concerts and to enjoy a row upon the lake or a rest beneath the trees, of which there are some three hundred varieties. There is a large conservatory, two hundred varieties of cacti and a zoological garden containing specimens of most of the wild animals indigenous to the country.



Echo Park, distinguished by the scheme of English landscape gardening developed throughout its thirty-three acres, is not as popular as the two parks previously mentioned, but is a delightfully quiet and restful retreat,

largely frequented by those who choose its pleasant paths for an opportunity to repeat to willing ears, the sweetest story ever told.

In the foothills to the northwest and furnishing a full

view of the city and surrounding country, is Elysian Park, containing five hundred acres of hills and valleys, woodland and garden. There is a propagating house for plants and trees for the other city parks. In the year 1887 alone, 37,000 trees were planted here. The whole place is a study in color and the perfume of its rose gardens may be encountered a mile away. The old donkey trail, Camino del Burro, is now a beautiful boulevard.



from Fremont Gate past the magnificent collection of trees and the botanical gardens.

Out on Boyle Heights, commanding on clear days a sight of Pasadena, the Soldiers' Home, and in the distance Santa Monica, San Pedro, Long Beach and the sea, is Hollenbeck Park, donated to the city by W. H. Workman, a noted pioneer citizen, and Mrs. Hollenbeck, for whom it was named. The aviaries here contain an interesting collection of strange and beautiful birds. There are concerts on Sundays, and a row on the long narrow lake is always enjoyable. This park is in the midst of a pleasant residence district.

The largest of the parks and one of the latest donations is named Griffith Park after the donor, Hon. Griffith J. Griffith, and contains 3,015 acres among the foothills.

When fully developed as a pleasure ground, it will be one of the most magnificent in the world.

Central Park, in the heart of the city, contains four and one-half acres of forest trees, shrubs and flowers. There is also a monument erected to the memory of the 7th California Infantry U. S. V. and a handsome bronze cannon captured at Santiago and presented to the city by General Shafter. Just across the street is the



handsome home of the California Club and the Auditorium, one of the finest amusement halls of the country.

Sunset Park of twelve acres is given up to oil wells and litigation. There are South Park, Terrace Park, Sycamore and Prospect, St. James and Chester Place, all filling their parts in the general scheme of pleasure grounds for the million people who, before many years, will rest and refresh their minds and bodies therein.



BEACHES

Los Angeles is a city of beaches, and their natural beauties combined with their accessibility make them the favorite resorts both in summer and winter. Most of the



beaches are towns in themselves—well-equipped with banking houses and commercial institutions and school systems, which would be a credit to cities of more serious pretensions. They are not merely pleasure resorts — they are towns of stability and resource con-

taining pleasant houses and commodious hotels striving to delight the pleasure-loving tourist and to bring comfort and well-being to its citizens.

Santa Monica is the oldest of the beaches and is reached on the Los Angeles Pacific through a delightful country of fruits and flowers. Taking the trip by way of Hollywood, the line passes through that beautiful city of attractive and magnificent homes, just eight miles from Los Angeles. In this valley of Hollywood,



pinces and palms grow in equal profusion side by side with the fruits and flowers of the temperate and sub-tropic zones. It is known as a place where the largest number of plants from widely different climes thrive with as much or more vigor than in their natural countries. The meteorological records for over thirty years show that Hollywood enjoys the privilege of high rainfall and less variation between the different seasons of the year than any other locality in Southern California, and consequently the plants can obtain a continuous growth. One hundred and fifty dif-



ferent species of the palm, twice as many varieties of vines and climbers, bamboos, and thousands of varieties of trees and shrubs, indigenous to the hottest and coldest regions, combine to make a display of vegetation here that has no rival anywhere. Hollywood has many magnificent homes and here live many of the leading business men of Los Angeles.

Beyond this garden spot is the busy little railroad town of Sherman, embracing twelve acres, lying near the western extremity of the Cahuenga valley—only a few years ago a waving barley field. It was originally a portion of the Rancho la Brea, a thriving farming community, but was built up into its present state by the employees of the Los Angeles Pacific Railway Company. The carshops and the power-house were erected there in 1894. Few

people realize that this attractive modern town was once the headquarters of the notorious bandit, Tiburco Vasquez, who was twice in San Quentin for horse stealing. After perpetrating one of his many crimes, he hid in the mountains near Sherman, from where he committed many robberies and murders around Los Angeles. He was finally trapped and hung in 1875.



Five years ago Sawtelle was another barley field, but now is a flourishing community with a resident population of about 1,500. Near it is the National Soldiers' Home, for which

the Federal Government has provided 700 acres, which at present is in a high state of cultivation. Here 3,000 war-scarred veterans smoke their pipes in peace and dream over the battlefields of long ago.

From here the line goes directly into Santa Monica, sixteen miles from the city of Los Angeles. Located on the high bluff, one hundred feet above the sea level, this quaint and charming resort looks down into beautiful wooded canyons and over



the placid sea. In the matter of climate, Santa Monica reaches as near perfection as can be desired. The records for many years past show that the summers are from twelve to eighteen degrees cooler than in the interior.

and the winters are not less than ten degrees warmer. When the heavy snows crown the mountain peaks of the coast range, the foothills to the east and north of Santa Monica are carpeted in green and the visitors from colder climes are enjoying life out of doors under the vines and fig trees. As a town Santa Monica can point with pride to its school system, its churches, its public buildings, and its long driveways. It has a system of boulevards perfect for automobilizing, which communicates with the interesting points inland and with the beaches beyond. Travelers always delight in the hedges of calla lilies and the acres of carna-



tions which bloom in all seasons. Its hotels are picturesque and comfortable, and though it is the oldest it is also one of the most modern of the seaside watering places.

Just beyond Santa Monica and once a part of it, but now an incorporated town, lies Ocean Park. It has proved one of the best home towns on the seacoast, because it was found that houses could be built, streets and sidewalks graded and covered with cement on the sand, making desirable homes at moderate prices. It has recently erected a new bath house.

Just beyond this is the Venice of America—unique among cities. It was founded with the object of being an educational and amusement city, and has built its own breakwater, 90 feet at the base and 500 feet long, using 60,000 tons of rock. It really seems like a dream city,

where culture and beauty harmonize—where the gondolas in the canals remind one of the Doges of its ancient namesake. Along Windward Avenue are substantial build-



ings of brick, concrete and iron, and every ten feet there is a massive iron column, supporting the beautiful arcades, like the Rue de Rivoli, Paris. Its hotels are large and of fire-proof construction, and the Auditorium, which has the finest organ that money can buy, and the ship hotel, Cabrillo, are modern in the extreme. Venice is a city of contrasts, where ancient memories vie with modern improvement.

Traveling along the beach south from Venice, we



come to Playa del Rey—Playground of the King—with its beautiful two-mile lagoon and the longest single span concrete bridge in the world. It has an aquatic amphitheater, capable of seating 5,000 people, and an immense audi-

torium of Japanese architecture facing the sea, whose double verandas look out upon turfed and landscaped grounds and on stretches of sandy beach. It is one of

the finest fishing resorts and on the lagoon are held boat races in which the crews of the navy often participate.

Following the ocean, the car line passes through many pretty beaches on the way to Redondo. Time was when this was a quiet, retired village; always beautiful and picturesque, it affords too many attractions for the summer and winter visitor to be anything but the active city that it is. It seems to have been created especially for rest, recreation and enjoyment of life. For miles and miles there is a stretch of sandy beach, along which may be found countless numbers of beautiful seashells and the highly prized moonstones, which are found here in greater profusion than at any other part of the coast. Nothing can surpass or equal the beauty of the violet beds and the carnation gardens which are found at this Beach of the Round Hills. The carnation grounds cover fourteen acres.



and from them nearly 10,000 carnations are shipped daily. At the time of President McKinley's visit to the Fiesta, 30,000 white carnations were supplied for the decorations of his carriage.

It is a pleasant ride south from Los Angeles on the Long Beach line. The car goes out past Ascot Park and the Seal Gardens, through the thriving town of Watts, on past the older town of Compton in the center of the



great dairy district. Not far from here and still on the line of the railroad is the Dominguez ranch, formerly a land grant from the King of Spain to Juan Jose Dominguez. The rancho was originally the San Pedro, and



contained 100,000 acres. Not far from the rancheria is the old battle-field where General Fremont fought his last battle. Just a few miles beyond is Willow Station, the junction point of the line.

Immediately south of this is Long Beach, the Atlantic City of the Pacific. From a dead village of five years ago, it has sprung into prominence as one of the new

noted beach resorts of the California coast—a city of more than 20,000 people situated within easy reach of Los Angeles, just twenty miles south. Its location is an ideal one for delightful homes, as a seaside resort and as a commercial

center. It is built on a plateau at an elevation commanding a wide outlook seaward to the ocean and Catalina Island, and landward over the fertile plains to the foothills of the Sierra Madres. At the base of the bluff, extending for ten miles from San Pedro on the west to Alamitos Bay on the east, lies a beach unequalled on the entire Pacific Coast, a sand boulevard, hard and smooth as a pavement, so broad that at low tide ten teams may be driven abreast upon it. From the bold promontory of Point Firmin eastward, the coast line forms a crescent bay, which serves as



Avalon Bay, Catalina

the southern frontage to the town of Long Beach. This and the shelter from the prevailing winds given by the heights of Palos Verdes on the west, explain the salubrity of the climate which makes Long Beach popular, both as a summer and winter resort.

The awakening of commercial ambition has had a stimulating effect upon the growth of the city. The streets are broad and straight. The banks and business blocks are prosperous and modern and the hotels are noted throughout the west. The bath house, the second largest on the coast, is pleasing in appearance, ample in accommodations, and is the pride of the city and the joy of every visitor. The great pier, constructed at a cost of \$100,000, is with-

out an equal on either coast in size or excellence of construction. There are two decks extending 1,800 feet over the ocean, the upper being exclusively a promenade, and the lower always used by automobiles and other vehicles.



At the outer end vessels of the deepest draft can land. Connected with the pier by a broad promenade is a three-story auditorium with a large assembly hall, capable of seating 6,000 people.

This is used as headquarters for the Chautauquans and the numerous conventions which assemble at Long Beach each year.

From Long Beach it is a pleasant ride to San Pedro, the southern port of entry. San Pedro has always been a shipping center since before the days when Dana's ship anchored there to take on hides. A port of wonderful



possibilities, within its harbor a score of vessels lie and its wharves receive the tonnage of fleets laden with lumber from the northern camps. It is the place where two

great railways traversing almost the entire continent from east to west and covering many square miles of territory, touch tide-water on the Pacific. The government has



spent six years and more than \$3,000,000 on the stone breakwater, which is more than two miles in length and encloses a deep harbor where several navies might safely ride at anchor. A channel is being dredged into an inland tidal basin to form an inner harbor, which when completed will embrace an area of eleven miles, to be used for dock-age, and will make San Pedro the second harbor on the coast. Toward

Point Firmin is Terminal Island, a narrow strip of land with the ocean on one side and the still waters of the bay on the other. On the beach can be

found beautiful seashells and mosses, which, added to its protected situation and safe surf bathing, make this a restful and exclusive resort.



From San Pedro through the magnificent harbor formed by the immense breakwater built by the government at a cost of \$3,000,000, across twenty-three miles of placid, blue Pacific, a comfortable steamer takes the delighted traveler to Santa Catalina, beautiful isle of the sea—designed by Nature as an ideal pleasure park. Here one may rest from all one's troubles, past and future; Avalon, the star above



Boat Landing at Avalon

the crescent bay, is languidly but charmingly inviting. The seals greet you clumsily but graciously, and the boatmen will transport you to fairy scenes hitherto undreamed. It is useless to attempt to describe the marine gardens which are seen through the glass bottoms of the row-boats and launches designed to furnish full views of these wonders of Nature's skill in decorations. There is no sight on land or sea more exquisitely beautiful. Fishes of all colors and hues are in full view swimming in the depths amidst a luxuriance of foliage outcoloring and outhueing themselves. Human fishes, the men-divers, may be seen picking coins from the sands of the ocean twenty to fifty feet below the surface. You may spend the day about this beautiful bay, and you will want to

prolong your stay; but if you have only the one day, take the trip by coach road and trail to Little Harbor on the opposite side of the island. Santa Catalina Island is a



continent in miniature—a land of superlatives. It is the only place known where the game Tuna may be caught with rod and reel. In addition yellow tail and black sea bass help to furnish sport in this fishermen's paradise. The mountains furnish facilities for the hunter who may be ambitious to kill a mountain goat, and the valleys and canyons supply excitement in the form of doves and quails for the man with the shotgun. The archæologist and the historian find material for surmise and study, and the romancer will surely absorb inspiration upon the lofty peaks or along the rocky shores. The weary worker and tired traveler will find rest and refreshment in some spot of his own choosing in this fairy-land.



From Willow Station the line leads along the south beaches to Balboa. It passes through the great sugar and beet country, through fig orchards, vegetable and chicken ranches, across the San Gabriel river to Alamitos Bay—just five miles east of Long Beach. Here is a rare feature of the Pacific Coast—a still-water bay, which is admirable for fishing. The next beach, Brighton, has a large pleasure wharf and a wide stretch of sand, unequalled for bathing. Sunset Beach, just fifty minutes from town, is absolutely safe because there is no undertow and is espe-



cially delightful because of the exquisite scenic conditions. Just beyond Sunset Beach is Bolsa Beach, the station of the Bolsa Chico Gun Club.

Following the line of the shore, the road comes into Huntington Beach, one of the prettiest resorts along the coast. This is only one of the many places named for the well-known railroad founder and friend to Los Angeles, Henry E. Huntington. An attractive town, it is destined to become not only a noted resort, but a prominent manufacturing center as well. Lying on a gently sloping mesa, it rises from an elevation of twenty-six feet to a height of one hundred and fifty feet, and terminates in a series of small hills on which have been built dainty homes in

the midst of terraced gardens. They overlook the fertile Santa Ana valley, from which carloads of celery and other farm crops are shipped to the outside markets. The celery is grown on the wonderful peat lands of Smeltzer, which are very productive and yield all varieties of crops in abundance.

The climate and good water supply of Huntington Beach make it particularly adaptable to home life the year around. The Southern California Methodists have chosen it as their summer camping grounds and have a \$10,000 auditorium beautifully situated in a thirteen-acre park.

Beyond Huntington Beach is Newport, one of the oldest beaches of the southern coast. Before the Pacific Electric road was



A Celery Field

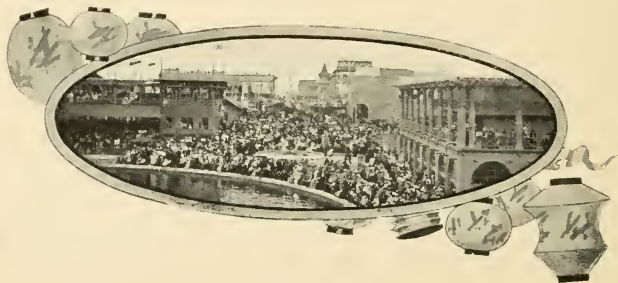
built, the inhabitants of the interior towns of Orange and Riverside Counties had established a permanent cottage population there. The coast channel sweeps in close to the shore, enabling steamers of heavy draft to tie up to its very substantial wharf. The beach is one of the finest in the country; shelving gradually, it gives shallow water far out into the ocean, which insures delightfully warm and invigorating bathing. Newport is the port of entry for Santa Ana—the metropolis of Orange County. Its principal industry is walnut growing, and the handsome ranches surrounding the town prove extremely profitable.

Three miles from Santa Ana is the pretty town of Orange, and beyond that is Anaheim, founded about fifty years ago by a colony of Germans. It has always been prosperous. The railroad goes up by the orange groves

of Fullerton to the Quaker colony at Whittier. Not many years ago this was simply a vast barley field and is now one of the most prosperous little settlements of the state.



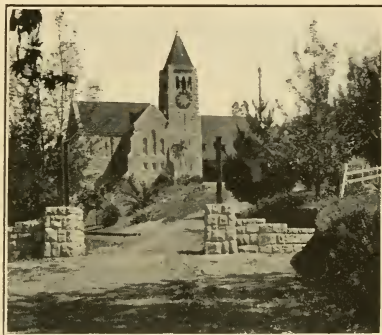
There is an abundance of water and every year are shipped hundreds of carloads of fruits and vegetables, walnuts, and berries. Whittier School of Friends is a very successful college, well endowed and offering full courses in science and letters. The Whittier State School, an industrial institution for both sexes, is a model of its kind. It has its own printing plant, and its cadet band is one of the best in this section. The old hacienda where Pio Pico brought his bride in the early days, still stands just within the town of Whittier.



INLAND TOWNS

Nestling in the foothills about Los Angeles are pleasant little home towns and points of interest not to be neglected by the traveler.

Electric car lines make all of these easy of access. It takes less than half an hour to go from the center of the Los Angeles business district into peaceful Pasadena. The road runs past the factories and gas works, the railroad yards and across the river, past the



Church of the Angels

county hospital, where the "short line" branches off. Further on we pass the oil region, Sycamore Grove, thrifty Highland Park, the Church of the Angels and Garvanza,



situated on the brink of the Arroyo Seco where the road crosses on a trestle high above the trees that spring from the ancient water course.

On the other side is the Cawston Ostrich Farm. It looks like a beautiful grove of live oak trees and creeping vines, where the scent of roses mingles with that of the orange blossom. Just inside the enclosure can be seen the most

awkward and ungainly of birds. The ostrich, with his little flat head and his big starey eyes, perched on the top of a long sinuous neck six or seven feet above the ground, is not a beautiful object as he struts about on his long, bony legs with his foolish wings on his football body. It is well that he enjoys the distinction of being the largest and most valuable of the feathered tribe, otherwise he would be the most ludicrous. Twenty years

ago Mr. Cawston brought over from South Africa as an experiment fifty of the best African birds and started a farm in South Pasadena. Since then he has added some fine Nubian specimens, and today there are four hundred on the farm. These birds are proud and bear distinguished names. There are General and Mrs. Grant, Admiral Dewey, Mr. and Mrs. McKinley, and other noted persons. The lady bird dresses in a somber drab, but the male is gorgeous in black and white plumage. Both of them delight in a varied diet,

and it is interesting to watch the oranges and tennis balls, nails and any bright article of jewelry bumping its way down the long throat. At the farm the feathers are plucked carefully, sorted and made up at the Cawston



factory, which turns out probably the most beautiful ostrich plumes in the world.

Pasadena proper is some few miles beyond the Ostrich Farm. This well-known mecca of wealth and health, the crown of the valley, has a perfect climate, invigorated by the sea breezes and protected from fog by the rugged Sierra Madres. In early days it was the Rancho San Pasqual, given by Padre Zalvidea to Señora Eulalia Perez de Guillen. Today it is one of the most beautiful residence cities in the country—charming homes hide in gay gardens or are surrounded by terraced lawns, and long, shaded drives wind out into the level country.



Leaving the plain, the road begins to ascend the steeper gradients and sweep past the poppy fields and out into the freshness of the high hills. The track winds among the great shoulders of the mountains, skirting the precipitous sides of canyons until suddenly it plunges into the cool green depths of Rubio, where it stops in front of the pavilion 2,000 feet above the sea. Above the pavilion and

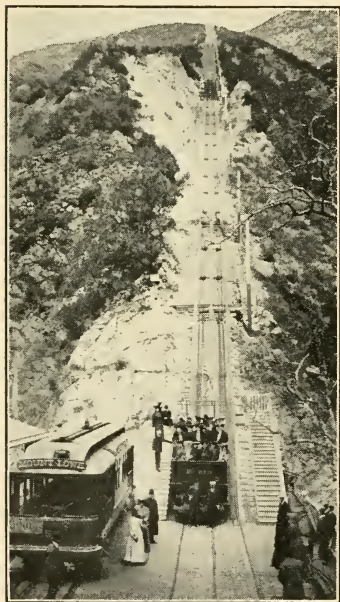


Rubio Canyon is one of the most picturesque and beautiful spots in the mountain. What from the valley seemed barren is now covered with rich verdure—trees and ferns and flowers, trailing vines and the “witching tangle of the maiden

hair” grow among the rocks. There are dainty water falls and big stone formations, large chasms and a mirror lake.

From Rubio up the incline to the summit of Echo Moun-

tain is 45,500 feet. The incline is 3,000 feet in length and makes a direct ascent of 1,400 feet; that is, it rises sixty-two feet in going forward one hundred feet. The cars are permanently attached to an endless cable of the finest steel, thoroughly tested to a strain of one hundred tons, and are so balanced that in ascending and descending they



pass each other at an automatic turnout midway on the incline. The cars are absolutely safe, never under any circumstances loaded to excess, and are so arranged as to keep passengers always on the level. The view from Echo mountain is superb. Here is located the observatory and the World's Fair searchlight of three million candle power. The beam of light is so powerful that a newspaper can be read for a distance of thirty-five miles and the rays can be seen one hundred and fifty miles on the ocean. It is of great value in meteorological work.

The electric road which winds to Alpine Tavern starts up from Echo Mountain and presents a diversity of views. The road climbs up the sides of the mountain in graceful curves and at one point on the road, by looking up and down the steep sides, nine different tracks can be seen rising one above the other. One of the features of construction is a bridge which spans the canyon and rounds a mountain peak, thus forming a complete circle.

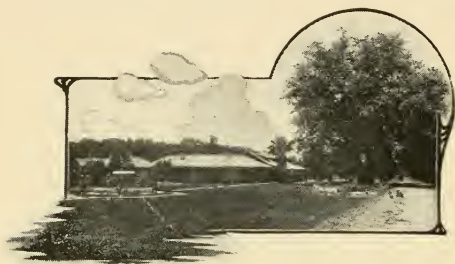
It skirts the vast depths of Millards Canyon and passes through Granite Gate. At times it runs through groves of gnarled and knotted oaks or by great pines whose rugged sides are grown with moss. The terminus of the track at Ye Alpine Tavern is 5,000 feet above sea level. A trail starts from here three miles in length, winding to the summit, 1,100 feet above, from which the view is unsurpassed. Many who take this trip once come back to explore the glaciers and canyons and to watch the ever-



changing panorama, "looking southward to the sunlands, where the valley of San Gabriel slopes in beauty to the main."

Along the route to Monrovia are many beautiful sections of the San Gabriel valley. Splendid homes and fruit and agricultural colonies are scattered through this section. It is often called the "Orange Grove Route" for the sweet-scented, brilliant-fruited trees line the car track on both sides. Beyond there are stretches of pasture, with cattle grazing peacefully under the scraggly live oaks, and country roads guarded by stately eucalyptus and graceful pepper trees. At Arcadia a tally-ho waits to carry tourists through the famous ranch of Lucky Baldwin. This vast farm, 54,000 acres, embraces orange groves, the ranch house surrounded by artificial lakes and pools in the midst of majestic palms, and the drooping boughs of the weeping

willows. At the stables are to be seen the best thoroughbred horses in the West, all with records for their fleetness. The old log cabin, a relic of the lovely days, is still standing.



Monrovia, just beyond, has wonderful agricultural possibilities just beginning to be realized. It has the beauties and natural advantages of the

foothill country, a good water supply and an equable climate, which make it one of the most popular of the inland towns.

The historic San Gabriel Valley contains many small towns of beauty and interest, guarded on the north by the rugged Mother mountains, with the rolling Puente hills on the south and far away the perpetual snow-capped peaks of San Jacinto, and the old mission San Gabriel founded a century and a half ago still lingers as a mark of the early civilization. It is one of the best preserved of all the missions and contains many interesting old frescos, hand colored images and paintings which were brought to this country from Spain.



The old bells still chime forth the Angelus and peal the summons to mass. Originally there were six of them; two are now gone, brought from

Spain and traded in hides, beeswax and tallow. The immense grape vine planted by the mission fathers has grown to be one of the largest in the world.

In strange contrast to this is the modern manufacturing town of Dolgeville. Where what was once a large winery has been turned into a factory for the manufacture of felt. There is also a large steel trunk and pipe factory, about which a model village has grown up.



Indian Pottery

Taking the route which skirts the old San Fernando Valley and traverses one of the big agricultural sections of Southern California, we pass through Tropic, Glendale and Casa Verdugo. The early market gardeners and



berry raisers reap rich harvests from the prolific crops, and many of them have paid for their lands through the sale of the products raised. Tropic, the home of the strawberry, is in the heart of this prosperous community where

every advantage is offered to the home seeker.

Glendale, in the eastern part of the valley, beautifully situated for commercial activities and home comfort, can point to a fertile soil of varied capacity, delicious spring water, an incomparable climate, splendid oiled roads,

modern churches, schools and public buildings, and a brilliant future. There the berry industry has grown from two acres planted with berries in 1899 to 650 acres in



1906, all the vines being made to produce to their greatest bearing capacity.

Casa Verdugo is at the end of the line—a quaint Mexican restaurant, the sole remnant of the San Rafael Rancho.



This was a part of the grant from the Spanish crown in 1784 to Jose Maria Verdugo, who had at one time the finest vineyards in the country. The Verdugos were typical Spanish gentlemen; they scorned land titles and surveys, and in selling a piece of land would de-

termine its boundaries by a sweep of the hand; "from there to there" they would say, until American progress has claimed the vast estates for the commercialism of today.

ALONG EL CAMINO REAL

THE old road traversing California from its first mission at San Diego and connecting it with the other twenty missions, going through the three pueblos and four presidios, was called El Camino Real, the King's Highway. At the present time, for most of the way from San Diego through Los Angeles to San Francisco, the Camino Real survives as a county road. Picturesque guide posts bearing facsimiles of the old mission bells mark the way, and where once gray-robed friars trudged on their errands of love and mercy, now brilliant-hued motor cars speed their honking way.

Junipero Serra founded the first mission in Alta California, the first evidence of civilization north of Mexico, at San Diego in 1769. A little bit later he dedicated San Carlos Borromeo at Monterey, the then most northern point of Spanish exploration.

Between these two, missions were established at frequent intervals and still others were founded beyond Monterey, until in only half a century after the founding of the first mission there was a cordon of twenty-one, just one day's journey apart.

The work of building these was done by the Indians under the directions of the fathers. It is hard for us of today to realize the close bond that existed between the early Franciscans and their "Indian children." The na-



tives of the land were the devoted slaves of the invaders, and it was not until civilization had further advanced that the Indians suffered and grew to fear their conquerors. From the padres the Indians learned industry; they learned how to plow and till the fields; how to plant and



garner crops of grain, which they had never seen or heard of. They learned how to build roads; how to construct bridges; how to fashion better houses and, best of all, they learned the use of stone and mortar in making the fine old mission buildings, impressive now even in their decay. What they must have been in those early days when the Franciscans held full sway can only be imagined. In 1800 the padres,

less than fifty in all, had 13,500 Indians under their control, and of these rude, ignorant, useless savages they made saddlers and tailors, millers and candle makers, blacksmiths and silver-smiths; made them masters of craft and artisanship. Then the missions were the center of all life for all the people. Neither the presidios nor the pueblos were as busy nor as prosperous as the missions, nor did they contribute as



much to the good of the country in wealth or food or entertainment. It was only after the secularization of

the missions and the coming of the hated *Americanos* that the towns grew and flourished.

To the missions all travelers went. At the missions all travelers stopped. Everyone was made welcome and



given the best the church afforded as long as he wished to stay, and when he left, a horse was provided for him, if his own were tired or disabled. There were special rooms set aside for chance guests, and special orchards—"travelers' orchards"—gardens where guests were free to go, while those in the inner sanctuary were accessible only to the *padres*.

Drawing up before a mission a visitor was met by two Indian pages, one to take his horse and the other to conduct him to his room, and it was seldom that the monotony of the monks' gray gowns was not relieved by the gay trappings of some dashing caballero, resplendent in bright clothes and



jeweled ornaments, or by a grave señora in her laces and silks. These were joyous care-free times, when all were

friends and no thought was taken beyond the day that was bright and sunny. Now there remain only picturesque ruins, and it is only through the efforts of individual enthusiasts and the work of the Landmarks Club that these evidences of Spanish civilization will be preserved for future generations.

It was a great blow to the patient padres when the order of secularization fell upon them that took away their churches, their lands, their homes and their "children"—all that they had labored for and held dear.

In 1830, Governor Echeandia, who was opposed to the missions, succeeded in providing for their gradual transformation into pueblos and for making each Indian a shareholder in the lands and cattle, but it was in 1833, under General Jose Figueroa, who opposed the act, that the Mexican Government confirmed the act as outlined by Echeandia. When the padres knew that the political manipulation would result in their losing the mis-



sions, they began at once to convert all their cattle and stock, as far as possible, into money. General Vallejo



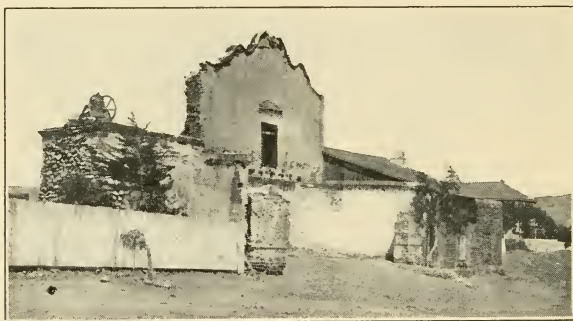
San Diego de Alcalá

himself says that "in the missions of San Gabriel, San Fernando, San Juan Capistrano and San Luis Rey, they killed by contract with private individuals, during the years 1830, 1831, and 1832, more than sixty thousand head of cattle, from which they saved only the hides. The pecuniary wealth of the missions in their primitive days, which were more productive, was sent out of the country to Spain, Mexico or Italy. This I know; and presume, and even believe, that all of it arrived safely at its place of destination." After the friars had gone, the property wasted away; the padres returned to Mexico and their neophytes scattered in towns and villages or worked on the lands of those who had despoiled them of the best they ever



had. From this time on the buildings have decayed, for they were of no use for other purposes and they had no value, except as relics of a romantic period of history.

San Diego de Alcalá was founded in 1769 by Junipero Serra, who had been planning and working on the establishment of a spiritual empire in Alta California. In dedicating San Diego, his hopes were beginning to be realized. It was not easy to travel in those days, either by land or sea, and it was only after enduring hardships and priva-



tions that soldiers and priests arrived at San Diego, and, although many were sick and the Indians were not over cordial, Father Serra sent Portola and Father Crespi to found Monterey on July 14, and then two days later, with his small band of sailors and soldiers, he set up the cross in a rude hut of branches and reeds and celebrated mass, the curious Indians watching attentively the astonishing ceremony. The bell hung in a tree; the sound of musketry took the place of an organ; the smoke of the camp fire in lieu of incense; and above this rude chapel the royal standard fluttered in the breeze. It was thus that Alta California was taken possession of "for God and the King." To all this the Indians offered no resistance, until late in August when they showed signs of insurrection

when the servant of Father Serra was killed, but they were soon calmed by the patient monks.

It seemed that in the early part of the next year, the



Ramona's Marriage Place

mission would have to be abandoned on account of lack of funds, but on the day set for forsaking the little woodland church, seemingly in answer to the fervent prayers of Father Serra, a boat was descried approaching the harbor, and as if by miracle, four days later the San Antonio from La Paz entered the port, and the future of the Franciscans in California was assured. All this took place in what is now Old Town, San Diego. The ruins of the mission are some five or six miles from the city, and before them still stand the two palms that have known all the glories and trials of the work of the fathers. Alongside the ruins is a modern building where Indian girls are educated. Father Ubach, the padre Gas-



para who married Alessandro and Ramona, was for many years the head of the school. His death occurred only a short time ago.

San Diego, the town, stands upon a slope that rises from the water to the summit of a broad mesa. In front



the bold promontory of Point Loma juts into the sea, overlapping the low, slender peninsular Coronado, and between them lies the harbor. This harbor was originally called San Miguel by Cabrillo. Fifty years later Sebastian Vizcaino, sailing by, named it in honor of St. James. From that time until the founding of the mission under Father Serra—three quarters of a century—there is no record of any white man entering the Bay of San Diego.



La Jolla

Like all California cities, San Diego has changed under the American rule of industry and progress. The governor has taken interest in her development, and has expended millions of dollars in improving the harbor, and thus

making it, with its magnificent light-house, the safest on the coast.

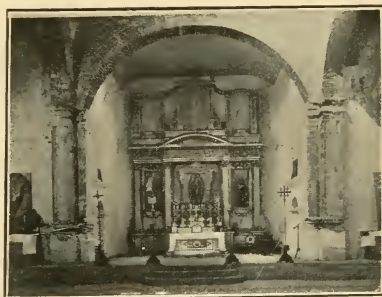
There are all kinds of delightful trips out from San Diego, the leading one being through National City and Chula Vista, where is the largest lemon grove in the

world. Over the border into old Mexico, Tia Juana—just over the line—is not as quaint and interesting as it was before it was destroyed by flood, but there is a



Mexican custom house and strange little stores where only Mexican curios and cigars can be purchased. La Jolla is a bit of coast with miles of fantastic bluffs, sculptured by the waves and winds into curious shapes and figures.

About eighty-five miles from Los Angeles on the Santa Fe road is the mission of San Luis Rey de Francia, one of the last of the missions, built after the death of President Serra in 1798, under the direction of Father Lasuen, who succeeded Serra



as President of the Franciscans in California. The mission was named in honor of Louis IX of France, who was a member of the Tercer order of Franciscans. San Luis Rey is always associated with the memory of Padre Peyri.

who was so beloved by the Indians, and Padre Zalvidea (the Padre Salvierderra of Ramona) spent a great deal of his time there.

The mission itself stands on a slight hill rolling up from



the river and fertile valley, on which pastured many thousand head of cattle and sheep in the days of the early

fathers. No other mission had so fine a church nor was there one so beautifully decorated. The Indians, under Father Peyri—there were 2,870 of them—delighted in the superb gold and silver of the chapel and altar. The building even now in its semi-ruined condition is majestic and imposing. From the river and the valley and from the hill just back of Oceanside, the belfry tower, from which in the early days came the sound of the eight bells calling the Indian to service,



may still be seen rising above the long arched corridors, and as we come closer we can see the perfectly proportioned dome over the chapel. Beautiful San Luis Rey!

It was only thirty-five years after its dedication that the order for secularization was passed and the fathers knew their Indian children no more.

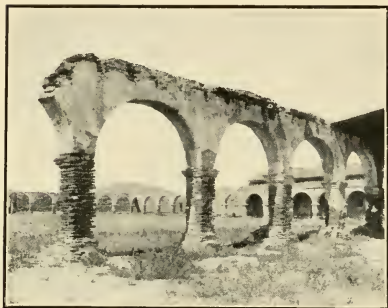


San Juan Capistrano of tragic memory was unfortunate even in its founding. In 1775 the site for the new mission was selected and the name chosen. Padres Lasuen and Amurrio erected the cross and celebrated mass in a hut made of the boughs of a tree, but news was received of the revolt of the Indians at San Diego and the padres after burying the bells followed the soldiers to help to pacify the Indians, and it was not until 1776 that the mission, dedicated to the warrior priest who fought so valourously at Belgrade against the Mohammedans, was permanently established. Captain



Rivera, under orders from the viceroy at Mexico, detailed ten soldiers to accompany the priests and with the usual ceremonies the mission was founded at the place where

the bells had been buried the year before. Serra, now President of the Franciscans in California, explained to the



Indians the purpose of the priests in coming among them. It is said that "while the Indians of the other missions were in the beginning very anxious for bodily comforts, those of San Juan were solicitous only for baptism, asking it most ear-

nestly of the missionaries and finding the time for preliminary instruction too long." The mission was on high ground commanding a perfect view of the rolling hills and the green valleys reaching to the placid ocean. It was the most populous of the missions and one of the best in architectural construction. Built of stone and mortar, in one corridor the Indians solved the always difficult problem of the triple arch. As in all the missions the semi-savage origin of work is traceable in the rows of arches, stately in a barbarous way and always showing that the proportions are not perfect.



San Gabriel Arcangel

After the edict of secularization the Indians were allotted lands for themselves and came under the guidance of the

priests only in spiritual matters. Many of the old and valuable records were destroyed and the rest are scattered and lost. The mission was restored to the fathers by Micheltoarena, but for a short time only, when the lands were sold for the small sum of seven hundred and ten dollars. They were held in American possession for twenty years; then the buildings and their immediate surroundings were given by the Court to the Church, but the beauty and the magnificence of the mission days had passed away.

By 1770 the work of the Franciscans in California had so increased and the number of the Indians under control had been so augmented that President Serra asked for help from Mexico and in response a number of friars were sent. Two of these, Benito Cambon and Angel Somero, with ten soldiers and muleteers selected the site for San Gabriel Mission which they named for their patron saint. At first there was only an adobe building, the ruins of which can still be seen, but the mission building which is in the town of San Gabriel was not begun until 1775 and not finished until twenty-five years later. In the meantime the padres had baptized 4,000 Indians. The first Indian baby was baptized there in 1771. The mission was always prosperous but when Zalvidea took charge in 1806 its growth was phenomenal. The building is the



oldest of the mission buildings in a reasonable state of preservation and, although quaint and interesting, has no architectural pretensions whatever. There is a peculiar bell tower in which four bells now hang and a cosy cottage where the fathers live. About it all is an extensive cactus hedge undoubtedly planted as a protection from savages and beasts.



San Buena Ventura

There are the remains of a stone and cement aqueduct which supplied the water for irrigating the gardens and for operating the primitive flour mill.

For twelve years Serra's dearest project, often discussed with Portola, whose vivid accounts of the rich shore of the channel coast inspired the worthy father's ambition, was the founding of a mission to be dedicated to San Buena Ventura and to be built mid-way between San Diego and Monterey, preferably at the industrious Indian village Assumpta, described by Portola. All this time serious obstacles, political in nature, prevented Serra from carrying out his scheme—that of having missions so close together that all the post Indians could be brought into the church. All sorts of reports, seemingly favor-

“The circling hedge of sharp-
spined prickly pear
Was barrier sure to all de-
signing foe,
But any friend who wished
might enter there
The willing hosts' sweet
charity to know.”



The East Door

able to his plan kept him always ready to start upon the journey, but it was not until March, 1783, that he really commenced his pilgrimage. He was accompanied as far as San Gabriel by Governor de Neve and his followers. From there on Serra made his journey alone and at Assumpta on the feast of Easter, which came that year on the 29th of March, they "erected a large cross and prepared an altar under a shade of evergreens."



San Buena Ventura, founded less than two years before Serra's death, eventually became one of the richest of the missions and its strong wall bravely withstood the onslaughts of war, for it was here that the hostile forces of Carrillo and Alvarado met in 1838. The interior of the mission was decorated as late as 1893 and missing parts of the statuary restored. It is situated at the modern town of Ventura, just eighty-three miles from Los Angeles.



Mission Santa Barbara

When Padre Lasuen succeeded Junipero Serra as President of the Franciscan Order, he proceeded to carry out the latter's plans of establishing a complete chain of missions along the coast. At San Fer-

nando, just 14 miles from Los Angeles, in one of the dwellings of the *ranchero*, he located two of his friars

and dedicated the mission to Fernando, King of Spain. The original building was of rude wood, tules and brush, but was later displaced by an adobe building which was



rededicated with imposing ceremonies. After the earthquake of 1812, thirty new beams were added to strengthen the walls. A beautiful tiled corridor was built and the courtyard made attractive by a fountain and basin, the ruins of which still remain.

These were the delight of the padres on hot days and in the cool evenings where they planned and studied and prayed or sat and watched the waving palms or the distant grain fields.

San Fernando Mission is located in a fertile valley, the granary of Los Angeles County, and in 1820 had extensive vineyards and grain fields. The padres had large flocks and herds and their warehouse was stored with merchandise worth \$50,000 and with \$90,000 in specie. When the conquest of California was practically complete, the United States Land Commission confirmed the sale of the buildings and land for \$14,000, and its mission days were ended. Today it is in an utterly ruined condition. The roof of the main build-



San Carlos Borromeo

ing is in an utterly ruined condition. The roof of the main build-

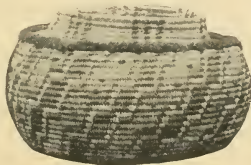
ing has fallen in and only the rafters hold up the walls. It was at San Fernando that the first gold in California was discovered. It was mined by Mexicans, and many thousand dollars worth of gold dust was taken from the placers and found its way into the hands of local merchants. There are still places shown in the mountains where the secret mines of the padres were located, but they are now deserted and only the legend remains.

Santa Barbara is one of the most interesting of the missions at the present day because it is the only one which has always remained in the hands of the Franciscan monks. It was built in 1782, and has always been prosperous and in good condition. Lying north of Santa Barbara are San Luis Obispo, Monterey, Santa Cruz, San Jose and Santa Clara, preceding "the city of Saint Francis" and its incomparable Bay.

The missions at Santa Cruz and San Rafael have been destroyed, and the others are fast falling to decay. Soon there will be nothing left to remind us of the days when the worthy mission fathers held full sway over the lands and homes of the Indians.



The Yucca



LOS ANGELES AND THE OWENS RIVER AQUEDUCT

Illustrative of the wonderful energy and the determination of Los Angeles to make of itself the greatest city in the West, is the Owens River project. With nearby water resources for only 350,000 people, Los Angeles is going 225 miles to the northward to bring from the snow-capped Sierras an ever-enduring supply for a population of 1,000,000. In the most important election ever held in California and by a vote of 21,918 to 2,128, Los Angeles decided June 12 of this year to issue \$23,000,000 worth of bonds to build the aqueduct. No greater public enterprise, with one exception, has ever been attempted; no public enterprise has ever offered the ultimate benefits and prosperity that the Owens River project offers to Los Angeles. Once in operation, the aqueduct will more than pay for itself, and while under construction it will provide work for thousands of men, an assurance of prosperity from the start because ninety per cent of the \$23,000,000 will be spent at home.

The aqueduct will be constructed of steel and concrete to last as long as the city shall have need for it. It will be built over deserts, across canyons and through mountains to pour its precious burden into a great reservoir almost at the city limits. With its system of reservoirs it will be able to deliver daily to the city and surrounding territory more than 260,000,000 gallons of water. In 1912-13, when Los Angeles will probably have extended its domain from the foothills to the sea, the aqueduct should be in operation.

In addition to supplying the city with water for 1,000,000 people, it will make possible the irrigation of 75,000 acres of land contiguous to the city, rich in fertility but now barren because water for irrigation cannot be obtained. Ultimately it will place Los Angeles in the richest agricultural and horticultural district in the world. Even were the water unnecessary for domestic consumption,

for irrigation purposes alone it would pay the city to build the aqueduct. In a single year the value of the crops of these 75,000 acres will represent more than the total cost of the undertaking. Where population has now little or no existence and no possible subsistence from the ground, hamlets and villages will spring up to pay their tribute in produce and wealth to Los Angeles. Sage brush and cactus will give place to orchards and vineyards.

Nor is this all. The aqueduct can be made to develop 90,000 horse-power of electrical energy, an amount surpassed only by that generated by Niagara Falls. The net annual revenues to the city from this source with the sale of power at one-tenth of its present rate will be \$1,500,000. With an abundance of water and cheap power, economic conditions promise to be revolutionized. A growing population will demand more and larger manufacturing enterprises. Water and cheap power will make these profitable of ownership and operation by private interests.

In a word, the Owens River project has opened the way for Los Angeles to become great as a manufacturing, yet smokeless city, greater in population and area, and greatest as being the center of the world's richest agricultural district, and a city of homes and gardens.



CONDENSED INFORMATION

LOS ANGELES

Location.—Ten miles from Sierra Madre Mountains; fifteen miles from the Pacific Ocean.

Elevation.—250 feet.

Area.—44 square miles.

Climate.—300 sunny days; 16 inches average rainfall from November to March. No thunderstorms, tornadoes, cyclones or sunstrokes.



Hollenbeck Park

Population.—1893, 55,000; 1905, 201,000; 1907, 284,500.

Fire Protection.—Steam engines, 19; chemical, 2; hook and ladder, 4; hose wagon and combination chemicals, 10; tower wagon, 1; hydrants, 700.

Steam Railways.—4 transcontinental; 6 local steam roads, coast steamships.

Street Cars.—Electric: 5 systems; 300 miles in city; 700 miles for 30 miles outside.

Southern California Products.—Citrus fruits, petroleum, deciduous fruits, vegetables, beet sugar, grain, gold, beans, nuts, wine and brandy, borax.

Library.—Laughlin Building, Third and Hill. Volumes in public library, 125,000.

Parks.—Public parks, 16; acreage, 3720.

Telephone Companies.—2.

Theaters.—10.

Amusement Parks.—4.

BANKS

- The American National Bank—201 South Broadway.
American Savings Bank—South Broadway, S. W. corner
2nd.
Bank of Highland Park—5700 Pasadena Ave.
Bank of Los Angeles—501 and 503 South Spring.
Bank of Southern California—660 South Broadway.
Broadway Bank & Trust Co.—308 South Broadway.
California Savings Bank—458 South Broadway.
Central Bank of Los Angeles—360 South Broadway.
Central Bank of Los Angeles—2684 West Pico.
Citizens National Bank—Main, S. W. corner Third.
Commercial National Bank—423 South Spring.
Consolidated Bank of Los Angeles—124 South Broadway.
Dollar Savings Bank & Trust Co.—358 South Broadway.
Equitable Savings Bank—100 North Spring.
Farmers & Merchants National Bank of Los Angeles—
Main, S. W. corner Fourth.
Federal Bank of Los Angeles—2205 Downey Ave.
First National Bank of Los Angeles—200-204 S. Spring.
Fraternal Savings and Commercial Bank—South Main,
N. W. corner Sixth.
German-Savings Bank—223 South Spring.
Home Savings Bank—152 North Spring.
International Savings and Exchange Bank—226 N. Spring.
Japanese-American Bank—111 East Fifth.
Los Angeles Trust Co.—142 South Spring.
Manhattan Savings Bank—598 South Spring.
Market & Produce Bank—333 Central Ave.
Mercantile Trust and Savings Bank—540 S. Broadway.
Merchants National Bank—152 South Main.
Metropolitan Bank & Trust Co.—599 South Spring.
National Bank of California, The—South Spring, N. E.
corner Second.
National Bank of Commerce—598 South Spring.
Occidental Trust and Savings Bank—N. W. corner First
and Broadway.

Pacific Savings Bank—543 South Spring.

Pico Heights Branch of the Central Bank—2684 W. Pico.

Security Savings Bank—H. W. Hellman Bldg., Spring, N. E. corner Fourth.

South Side Bank—2717 Central Ave.

Southern California Savings Bank—Spring, S. E. corner Fourth.

State Bank & Trust Co.—N. W. corner Second and Spring.

United States National Bank—240 North Main.

BUILDINGS

Abstract Building—203 New High.

Allen Building—223 North Spring.

American National Bank Building—203 South Broadway.

Armory—848 Spring.

Auditorium—5th and Olive.

Baker Building—342 North Main.

Bernard Building—105 South Main.

Bicknell Building—225 South Hill.

Blanchard Hall—233 South Broadway.

Bradbury Building—304 South Broadway.

Braly Building—Spring and Fourth.

Breed Building—308½ South Spring.

Brode Building—217½ South Spring.

Bryson Building—Second and Spring.

Bullard Building—156 North Spring.

Byrne Building—253 South Broadway.

Callahan Building—305 South Spring.

Chamber of Commerce—130 South Broadway.

Chickering Hall—332 South Broadway.

Childs Building—121 Temple.

Citizens National Bank—Third and Main.

City Hall—Broadway, between Second and Third.

Commercial Building—343 South Broadway.

Conservative Life Building—Hill and Third.

Copp Building—218 South Broadway.

Corfu Building—130½ South Broadway.
Corona Building—Seventh and Broadway.
Coulter Building—217 South Broadway.
County Court House—Temple and New High.
County Jail—Temple and Buena Vista St.
Crocker Building—212 South Broadway.
Currier Building—212 West Third.
Delaware Building—534½ South Broadway.
Douglas Building—257 South Spring.
Downey Building—305 North Main.
Edger Building—247 South Broadway.
Eureka Building—246 South Main.
Fay Building—Third and Hill.
Forrester Building—233 West First.
Forester Building—134 South Main.
Freeman Building—Sixth and Spring.
Frost Building—145 South Broadway.
Gates Building—Fifth and Broadway.
Germain Building—320 South Spring.
Gilbert Building—316 South Broadway.
Gordon Building—206½ South Broadway.
Grant Building—355 South Broadway.
Grosse Building—Sixth and South Spring.
Hammond Building—120½ South Spring.
Hellman Building—Spring and Fourth.
Hellman Building—223 West Second.
Hellman Building, I. W.—Fourth and Main.
Hellman S.—Third and Main.
Henne Building—122 West Third.
Hollenbeck Building—Second and Spring.
Hotchkiss Building—221 West Fourth.
Huntington Building—Sixth and Main.
Johnson, O. T., Building—438 South Spring.
Johnson, O. T., Building—356 South Broadway.
Jones Building—Court and North Broadway.
Lankershim Building—126 West Third.
Lan Franco Building—218 North Main.
Laughlin Building—315 South Broadway.

Law Building—125 Temple.
Los Angeles Pacific—316 West Fourth.
Louise Building—520 South Broadway.
Mason Opera House—127 South Broadway.
Mason Building—S. E. corner Fourth and Broadway.
Masonic Temple—431 South Hill.
McCarthy Building—Court and Broadway.
Merchants Trust Building—211 South Broadway.
Milner Building—419½ South Main.
Mueller Building—455 South Broadway.
Mueller Building—129 South Spring.
Muskegon Building—307 South Broadway.
New Hellman Building—118½ North Main.
Orpheum Building—227 South Spring.
Potomac Building—217 South Broadway.
Ramona Building—305½ South Spring.
Salisbury Building—341½ South Spring.
Scottish Rite Cathedral—S. Hope, bet. Ninth and Tenth.
Security Savings Bank Building—Second and Main.
Slauson Building—423 South Broadway.
Stimson Building—256 South Spring.
Tajo Building—First and Broadway.
Temple Block—Temple and Main and Spring.
Temperance Temple—Broadway and Temple.
Thom Building—Third and Main.
Thompson Building—319 West Second.
Thorpe Building—Franklin and Broadway.
Times Building—First and Broadway.
Title Ins. & Trust Building—Court and New High.
Trust Building—129 West Second.
Union Trust Building—S. E. corner Fourth and Spring.
Weil Building—114 South Main.
White Building—123½ East First.
Widney Building—127 West First.
Widney Building—559 South Broadway.
Wilcox Building—Second and Spring.
Wiley Building—515 South Broadway.
Willard Building—328½ South Spring.

Wilson Building—102 South Spring.
Wilson Building—429 South Broadway.
Wilson, L. B., Building—116 East First.
Wilson Building—139½ South Main.
Workman Building—230½ South Spring.
Wright & Callender—321 South Hill.
Yuma Building—138½ North Spring.
Zobel Building—351 South Broadway.

CHURCHES

Space permits mention of only one of each denomination.

Advent—140 N. Avenue 22; E. M. McFadden, pastor.

Baptist—First, 725 South Flower.

Swedish—First, 171 W. Eighth; Petrus Ostrom, pastor.

Catholic—St. Vincent's, Grand and Washington aves.;
J. S. Glass, rector.

Christian—Broadway, 221 N. Broadway; B. F. Coulter,
pastor.

Christian Scientist—Second Church of Christ, 18th near
Figueroa; Mrs. Blanche Corby, First Reader.

Congregational—First, South Hope between Eighth and
Ninth; Wm. H. Day, pastor.

Disciples of Christ—(See Christian Churches).

Dunkards—(See Miscellaneous Churches).

Episcopal—Joseph H. Johnson, Bishop of Los Angeles,
office 525 South Olive.

Christ Church, Twelfth and Flower; Rev. Baker P. Lee,
rector.

St. Paul's Pro-Cathedral, 525 South Olive; J. J. Wilkins,
rector.

Evangelical—German Evangelical, 652 San Julian; C. T.
Scholtz, pastor.

Holiness—Boyle Heights, 121 North Chicago; Geo. Lu-
man, pastor.

Independent—Independent Church of Christ, 734 South
Hope; J. S. Thomson, pastor.

Jewish Synagogues—Congregation B'nai B'rith, Ninth and
Hope; S. Hecht, Rabbi.

Lutheran—First English, 800 South Flower; H. J. Weaver, pastor.

First German, 755 South Flower; R. Runkel, pastor.

Swedish, Cor. 17th and Hope; J. A. Edmond, pastor.

Methodist—Salem Church of Evangelical Assn. (German Methodist, 718 Olive.)

Methodist—Presiding Elder, Rev. G. V. Bovard; residence, 1329 Lynwood Avenue.

First German, Olive, near Fifth; O. Wilke, pastor.

First, Hill and Sixth; Robert McIntyre, pastor.

Methodist—South, Presiding Elder, Rev. O. A. Thrower; house, 1029 Bellevue Avenue.

Trinity, South, 845 S. Grand; M. B. Chapman, pastor.

Miscellaneous—Brethren, see Dunkards below.

Christian Socialists, meet in Ebell Hall.

Church of the Nazarene, 526 South Los Angeles; P. F. Bresee, pastor.

Dunkards (Tunkers-German Baptist), 234 South Hancock; P. S. Myres, pastor.

First Free Methodist Church, 608 East Sixth; David McLeod, pastor.

Friends Church, corner Fremont and Second; L. D. Barr, pastor.

Gospel Tabernacle, 327½ South Spring; H. J. Pierson, pastor.

Latter Day Saints, Reorganized, Eleventh and Wall.

Latter Day Saints, Reorganized, 516 Temple.

Ministerial Union, E. H. Brooks, secretary; house, 732 East Twentieth.

New Christian Church (Swedenborgian), 515 East Ninth; W. W. Welch, pastor.

United Brethren Church, Pico and Hope; J. L. Parks, pastor.

Volunteers of America, 128 East First; W. P. Smith, Lieutenant.

Missions—Channing Street Mission, German, 1356 Channing; S. W. Funk, pastor.

- Chinese Children's School (Presbyterian), 766 Juan; Miss Vela M. Wilcox, superintendent.
- Chinese Mission (Baptist), 608 North Main; Miss Nina Morford, superintendent.
- Chinese Mission (Congregational), 109½ Commercial; Mrs. E. M. Findley, superintendent.
- Chinese Mission (Methodist Episcopal), 208 North Los Angeles; Chan Hon Fou, pastor.
- Chinese Mission (Presbyterian), 214 North San Pedro; Rev. Ny Poon Chew, superintendent.
- Pacific Gospel, 323 East Second; S. Mason, supt.
- Peniel Mission, 227 South Main; T. P. and Mrs. M. P. Ferguson, superintendents.
- San Fernando Street Mission, 1512 San Fernando; Mrs. Bertha Johnson, superintendent.
- Spanish Mission (Presbyterian), 1039 Macy; J. H. Limbs, superintendent.
- Presbyterian**—Immanuel, Figueroa and Tenth; H. K. Walker, pastor.
- Salvation Army**—Headquarters, 409 South Hill.
- Unitarian**—Church of the Unity, 927 South Flower; J. K. Jones, pastor.
- United Presbyterian**—First, 754 South Hill; W. W. Logan, pastor.
- Second, Santee and Washington; H. W. Crabe, pastor.

CLUBS

- Automobile Club**—Third floor O. T. Johnson Building.
- California**—Organized 1888; Fifth and Hill Sts.
- Country Club**—Western Ave. and Pico.
- Concordia Club**—Corner of Sixteenth and Figueroa Sts.
- Gamut Club**—1044 South Hope.
- Jonathan Club**—Sixth and Main Sts.
- Los Angeles Athletic Club**—534 South Spring.
- Los Angeles Driving Club**—Club-house, Agricultural Park.
- Union League**—220 West Second.
- Winnemucca Country Club**—805 H. W. Hellman Building.
- Young Men's Christian Association**—621 South Broadway.

WOMEN'S CLUBS

California Congress of Mothers, and Child's Study Circles
—42 Union Ave.

Daughters of American Revolution—1926 South Grand.
Ebell—184 Figueroa.

Friday Morning Club—940 South Figueroa.

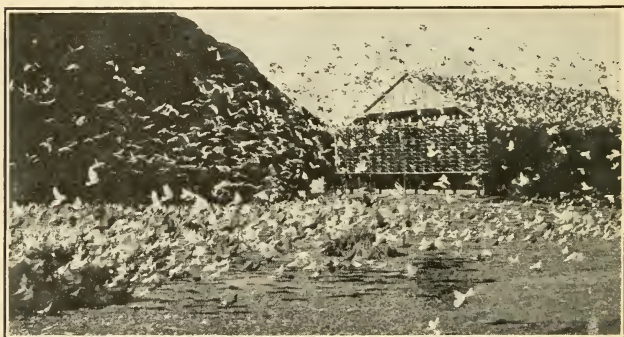
Los Angeles Consumers League—Blanchard Hall, 233
South Broadway.

Ruskin Art Club—Blanchard Hall, 233 South Broadway.

Wednesday Morning Club—Corner Daly and Downey
Ave., East Los Angeles.

Wednesday Afternoon Club—Mrs. C. H. Yoakum, Pres.

Young Women's Christian Association—Third and Hill.



Pigeon Farm, near Elysian Park

SEEING THE CITY

A very comprehensive idea of the city may be obtained by a series of street car rides, of which we recommend:

No. 1.—Take Seventh St. car to Westlake Park and its beautiful surrounding homes; returning, transfer at Seventh Street to Grand Ave. car, out Grand Ave. to Adams Street; walk up Adams Street past the charming residences on this and Figueroa Streets to Chester Place and

St. James Park. Chester Place, a most beautiful private park, contains the houses of some of the elite of Los Angeles. Return by University cars. Time, two hours.

No. 2.—Take Boyle Heights car, Traction line, to Hollenbeck Park, Hollenbeck Home and Evergreen Cemetery.

No. 3.—Take University car anywhere on Spring St. to University Station; returning, take the University Traction and see one of the beautiful residence sections of the city.

No. 4.—Take a car of Los Angeles Railway and transfer to East Side Park.

No. 5.—“Seeing Los Angeles” Observation cars start from Fourth and Spring Streets, 10 a. m., and 2 p. m. daily.

No. 6.—Take Garvanza car anywhere on Spring Street to Avenue 60; walk two blocks south to Pasadena Ave., returning via Pacific Electric to Sixth and Main Sts.

HACK RATES

Legal Hack Rates in the City of Los Angeles

For all service, each hackman, coach or carriage driver shall be allowed to charge for the use of the same, within the limits, the following rates, to-wit, for the use of hacks:

For the first hour	\$2.50
For each subsequent hour	1.50
From city hotels to railroad depot and from the depot to the hotels	1.00
Where there is more than one person, then for each one	.50

TELEGRAPH OFFICES

Occidental and Oriental Wireless—37-9 Pacific Electric Building.

Pacific Wireless Telegraph—606 Union Trust Building.

Postal Telegraph—238 South Spring St.

Western Union—First and Spring St., 126 West Ninth St.

LOST ARTICLES

For lost articles on Pacific Electric and Interurban Railway, call at Room 31 Pacific Electric Building, Sixth and South Main Sts. Hours, 8 a. m. to 12 m.; 1 p. m. to 5 p. m., daily, except Sunday.

For lost articles on Los Angeles Railway, call at Central and Wilde St. Phone Main 972. Vernon Ave. car line.

Los Angeles Pacific Route, call up Exchange 355, 316 West Fourth. Redondo Electric Railway, 217 West Second.

Articles lost on the streets, call at police headquarters, 326 West First; phone Main 30.

Articles found in the parks are usually sent to Superintendent of Parks, City Hall; phone Main 771.

PUBLIC BUILDINGS

Chamber of Commerce—Broadway, bet. First and Second.

City Hall—Broadway, bet. Second and Third.

City Library—Hill, bet. Second and Third.

City Jail—326 West First.

County Court House—Temple and Broadway.

County Jail—Temple and Buena Vista.

Post-Office—Seventh and Grand.

GOVERNMENT OFFICES

U. S. Army Recruiting Station—115½ North Main.

U. S. Custom House—224 Franklin.

U. S. District Court—Tajo Building.

U. S. Engineer—527 Citizens National Bank.

U. S. Geological Survey—1111 Trust Building.

U. S. Health and Marine Hospital—525 Wilcox.

U. S. Marshal—Tajo Building.

Post-Office—Seventh and Grand.

U. S. Reclamation Service—321 Merchants Trust.

LOS ANGELES HOTELS

DOWNTOWN HOTELS

Angelus (Amer. or European)	S. W. cor. 4th and Spring
Alexandria (European)	S. E. cor. Fifth and Spring
Arcade (European)	Arcade Depot
Broadway (American or European) . .	429 South Broadway
Fremont (Amer. or European)	S. W. cor. 4th and Olive
Grand Central (American or European) . .	326 North Main
Hayward (Amer. or European) . .	S. W. cor. 6th and Spring
Hollenbeck (Amer. or European) .	S. W. cor. 2nd and Spring
King Edward (European)	Cor. Fifth and Los Angeles
Lankershim (Amer. or Euro) . .	S. E. cor. Broadway and 7th
Nadeau (Amer. or European)	S. W. cor. 1st and Spring
Natick (American or European) . .	S. W. cor. First and Main
Palms (American or European)	615 South Broadway
Rosslyn (American or European)	433 South Main
St. Elmo (European)	343 North Main
Van Nuys (Amer. or Euro.) . .	N. W. cor. Fourth and Main
Westminster (Amer. or Euro.) .	N. E. cor. Fourth and Main

FAMILY AND TOURIST HOTELS

American Plan

Abbotsford Inn	S. W. cor. Hope and Eighth Sts.
Alvarado	N. E. cor. Alvarado and Sixth Sts.
Argyle	429 West Second St.
Ashley	444 South Grand Ave.
Beacon	720 Beacon St.
Bellevue Terrace	N. W. cor. Figueroa and Sixth Sts.
Bonnie Brae	717 South Alvarado
Brunswick	S. E. cor. Hill and Sixth Sts.
California	331 West Second St.
Casa Grande	647 South Grand Ave.
Clarendon	408 South Hill St.
Cecil	N. E. cor. Olive and First Sts.
Crocker Mansion	300 South Olive St.
Devon Inn	N. W. cor. Broadway and Tenth St.

Ems.....	325 South Olive St.
Francis.....	629 South Olive St.
Figueroa.....	1610 South Figueroa St.
Garvanza Villa.....	Pasadena and Avenue Sixty-three
Germain.....	N. W. cor. Hope and Fourth Sts.
Hampden Arms.....	516 West Fifth St.
Hill Crest Inn.....	258 South Olive St.
Lakeview.....	N. E. cor. Grand View and Sixth St.
Leighton.....	N. E. cor. Lake and Sixth Sts.
Lillie.....	534 South Hill St.
Lincoln.....	S. W. cor. Hill and Second Sts.
Locke.....	139 South Hill St.
Melrose.....	130 South Grand Ave.
New Coronado.....	667 Coronado St.
Olive Inn.....	337 South Olive St.
Occidental.....	428 South Hill St.
Orena.....	701 West Seventh St.
Pepper.....	S. W. cor. Burlington and Seventh Sts.
Rookwood.....	N. E. cor. Olive and Eighth Sts.
Rossmore.....	416 West Sixth St.
Trenton.....	427 South Olive St.
Washington.....	711½ South Olive St.
Wells-Lee.....	912 West Sixth St.
Westlake.....	720 Westlake Ave.
Westmoore.....	S. W. cor. Francisco and Seventh Sts.
Willoughby.....	506 South Hill St.

FAMILY AND TOURIST ROOMING HOUSES

European Plan

Aldine.....	326 South Hill
Antlers.....	421 West Fourth
Ashley.....	444 South Grand
Angelo.....	237 North Grand
Baltimore.....	427 West Seventh
Buckley.....	734 South Hill
Broxburn.....	452 South Hill

Catalina.....	439	South Broadway
Chester.....	454	South Spring
Clarendon.....	408	South Hill
Colorado.....	621½	South Broadway
Corona.....	227	West Seventh
Colonade.....	330	South Hill
Davis.....	555	South Grand
Delaware.....	534½	South Broadway
Earl Cliffe.....	231	South Bunker Hill
Elgin.....	S. W. cor.	Hill and Seventh
El Moro.....	109	South Hill
Glengary.....	527	West Sixth
Grand Pacific.....	423½	South Spring
Gray.....	274	South Main
Gladstone.....	505½	South Main
Grenada.....	419	South Grand
Hinman.....	N. E. cor.	Figueroa and Seventh
Highland Villa.....	103	North Hill
Johnson.....	123	East Fourth
Judd.....	344	South Grand
Knox.....	314	West Fourth
Kenilworth.....	1033	South Hope
Laurel.....	721	South Broadway
Livingston.....	635	South Hill
Lovejoy.....	Cor.	Grand and Third
Louise.....	520	South Broadway
Marlboro.....	549	South Grand
Milton.....	539½	South Broadway
Minnewaska.....	Cor.	Grand and Second
Mt. Pleasant.....	Cor.	East First and Boyle
Munn.....	438	South Olive
Nahant.....	727	South Broadway
Narragansett.....	423	South Broadway
Normandie.....	455	South Broadway
Poinsettia.....	512	South Spring
Portsmouth.....	516½	South Hill
Prescott.....	425	Temple
Rio Grande.....	425	West Second

Rossmore.....	416	West Sixth
Spencer.....	316½	West Third
Savoy.....	405½	South Broadway
Stanford.....	350	South Hill
Santa Barbara.....	433	South Hope
Touraine.....	447	South Hope
Waldo.....		N. E. cor. Main and Fifth
Wallace.....	406	West Seventh
Watanga.....	123	North Broadway
Vogel.....	312	West Seventh

TRIPS UNDER \$1.00

BEACHES

Santa Monica.—Port Los Angeles, Santa Monica Canyon, fishing, plunge and ocean bathing. Reached by Los Angeles Pacific Electric and Southern Pacific Railways. Forty-five minute ride. Round trip fare, 50c.



Ocean Park.—Amusement pavilion, plunge and surf bathing, fishing. Reached by Los Angeles Pacific Electric Railway. Thirty minute ride. Round trip fare, 50c.

Venice.—Venice Auditorium, Ship Hotel Cabrillo, Venetian canals, St. Marks Hotel, Tent City, boating, fishing, plunge, ocean and still-water bathing, oriental exhibits. Reached by the Los Angeles Pacific Electric Railway. Thirty minute ride. Round trip fare, 50c.

San Pedro.—Oldest and largest port in Southern California. Harbor constantly contains vessels discharging cargoes from all parts of the world. Inner and Outer Harbor, \$3,000,000 Government breakwater, Point Firmin light-house, boating and fishing. Port for Catalina Island steamers. Reached by Pacific Electric, Interurban, Southern Pacific, and Salt Lake Railways. Forty-five minute ride. Round trip fare, 50c.

Long Beach.—Population 20,000, beach driving, yachting, fishing, plunge and surf bathing. Reached by Pacific Electric, Salt Lake, and Southern Pacific Railways. Forty-five minute ride. Round trip fare, 50c.

Redondo.—Carnation fields, sea port, fishing, Hotel Redondo, plunge and surf bathing, driving. Reached by Santa Fe, Los Angeles and Redondo, and Los Angeles Pacific Railways. Forty-five minute ride. Round trip fare, 50c.

Playa Del Rey.—Auditorium, boating, still-water and surf bathing, fishing. Reached by the L. A. Pacific Electric Railway. Forty-five minute ride. Round trip fare, 50c.

Huntington Beach.—Surf bathing, fishing, driving. Reached by the Pacific Electric Railway. One hour ride. Round trip fare, 75c.

Naples.—Bathing, fishing, canals, boating. Reached by Pacific Electric Railway. Forty-five minute ride. Round trip fare, 50c.

Newport.—Fishing, still water and surf bathing. Reached by Pacific Electric Railway. One and one-quarter hour ride. Round trip fare, \$1.00.

SUBURBAN POINTS

Pasadena.—"Crown of the Valley," situated in San Gabriel Valley. Beautiful residence city; Raymond, Green, Maryland and Wentworth Hotels; Orange Grove Ave. Reached by Pacific Electric Railway. Thirty minute ride. Round trip fare, 25c.

Baldwin Ranch.—Show ranch of Southern California Racing stables, drives. Reached by Pacific Electric Railway. Forty-five minute ride. Round trip fare, 50c.

Whittier.—Seat of Whittier State School, drives, orange, lemon and walnut orchards. Reached by Pacific Electric and Southern Pacific Railroads. Forty-five minute ride. Round trip fare, 50c.

Monrovia.—Driving, orange groves, foothills and mountains. Reached by the Pacific Electric, Southern Pacific and Santa Fe Railroads. Forty-five minute ride. Round trip fare, 50c.



Olive Mill of Old Mission Days

Altadena.—"The higher garden," fine views, drives, orchards. Reached by Pacific Electric Railway. One hour ride. Round trip fare, 40c.

Alhambra.—Pleasant homes, groves, vineyards, drives, orchards. Reached by Pacific Electric and Southern Pacific Railways. Thirty minute ride. Round trip fare, 25c.

San Gabriel.—Old Spanish settlement, San Gabriel Mission, large grapevine, orange groves, wineries. Reached by Southern Pacific and Pacific Electric Railways. Thirty minute ride. Round trip fare, 30c.

Santa Ana.—County Seat, Orange County. Center of a very fertile agricultural region, orange, walnut and apricot orchards, court house, public library. Reached by the Santa Fe, Southern Pacific and Pacific Electric Railways. One and one-quarter hours ride. Round trip fare, \$1.00.

Hollywood.—Beautiful tropical residence suburb, home of Paul de Longpre, Hollywood Hotel, driving, orchards, Laurel Canyon. Reached by L. A. Pacific Electric Railway. Thirty minute ride. Round trip fare, 20c.

Glendale and Tropic.—Ride through hill section of the city. Fruits, berries, orange groves, foothills, old Spanish restaurant—"Casa Verdugo." Reached by Pacific Electric Railway. Twenty-five minute ride. Round trip fare, 25c.

Sawtelle.—National Soldiers' Home, Home Park, about 2,500 Civil War veterans, driving. Reached by the Southern Pacific and L. A. Pacific Railways. Thirty minute ride. Round trip fare, 50c.

Sierra Madre.—Beautiful village at foot of Mt. Wilson, drives, Santa Anita Canyon, mountain climbs. Reached by Pacific Electric Railway. Forty-five minute ride. Round trip fare, 50c.

Rubio Canyon.—Mountain canyon on the way to Mt. Lowe. Mountain climbing and picturesque mountain scenery. Reached by Pacific Electric Railway. One hour ride. Round trip, 75c.

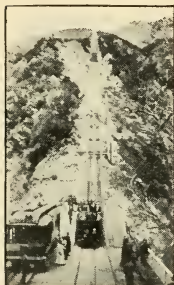
Mission and Orange Grove Trip.—San Gabriel, San Gabriel Mission, large grapevine, Arcadia, Baldwin's Ranch, vineyards, racing horses, orange groves, tally-ho drives, Sierra Madre, Pasadena, Ostrich Farm. Pacific Electric cars leave station at 9:40 a. m. Six hours trip. Round trip fare, \$1.00.

Surf Route.—Orchards, vegetable gardens, dairy regions, sea shore, Huntington Beach, Long Beach, San Pedro, Sunset Beach, steamer trip Long Beach to San Pedro. Pacific Electric cars leave station at 10:15 a. m. Six and one-half hours trip. Round trip fare, \$1.00.

Balloon Route Excursions.—Hollywood, Sherman, Sawtelle, Soldiers' Home, Santa Monica, Ocean Park, Playa del Rey, Redondo, Moonstone Beach, Venice. L. A. Pacific cars leave 316 W. Fourth street 9:40 a. m. Seven and one-quarter hours trip. Round trip fare, \$1.00.

TRIPS FROM \$1.00 TO \$3.00

Mt. Lowe.—Garvanza, Arroyo Seco, Pasadena, Altadena, Rubio Canyon, Incline Railway, Echo Mountain and Observatory, Alpine Tavern. Pacific Electric cars leave station at 8, 9, and 10 a. m., and 1 and 3:30 p. m. Round trip fare, \$2.50.



Incline Railway
Mt. Lowe

Mt. Wilson.—The trip up Mt. Wilson is either made on foot or on burros, starting from Sierra Madre. The trail is 8 miles in length, affording a grand and beautiful mountain and valley scenic trip. Places of interest at the summit, The Casino, Mt. Wilson Hotel, Martin's Camp, Mt. Wilson Observatory and Prof. Hale's mountain camp at an elevation of 5,900 feet. Reached by Sierra Madre cars of the Pacific Electric Railway. Six hours ride or walk. Car fare, round trip, 50c. Burros, round trip, \$2.00; one way, \$1.50.

Riverside.—County Seat of Riverside County, orange and lemon groves, fine homes, Rubidoux mountains, Glenwood Hotel, Sherman Institute, Government School for Indians, court house, Magnolia avenue. Reached by the Salt Lake, Santa Fe and Southern Pacific Railways. Five hours ride. Round trip fare, \$2.75.

Redlands.—Orange and lemon orchards, Canyon Crest Park, or Smiley Heights, near Mt. San Bernardino and Mt. San Gorgonio, near many noted mountain camping places. Reached by Santa Fe and Southern Pacific Railways. Four hours ride. Round trip fare, 3.00.

Pomona.—Fruit orchards, artistic homes, Pomona College, public library, drives. Reached by Southern Pacific and Salt Lake Railways. One hour ride. Round trip fare, \$1.50.

San Juan Capistrano Mission.—Located at Capistrano. Historic old mission, orange and walnut groves. Reached by Santa Fe Railway. Two hours ride. Round trip fare, \$2.50.

Kite Shaped Track.—Pasadena, San Bernardino, Redlands, Riverside, Arlington, Orange, and other places, making stops at chief points of interest. Santa Fe Route. Ten hours trip. Leave L. A. Station at 8:30 a. m. Round trip fare, \$3.00.

Catalina.—Beautiful island, twenty-seven miles from San Pedro harbor. Mountain railway, Moonstone Beach, submarine gardens, fishing, boating, bathing, glass tank exhibit of marine life, golf, staging, glass bottom boats, Hotel Metropole. Reached by Pacific Electric Railway, also by Southern Pacific and Salt Lake, in connection with the Wilmington Transportation Company's steamers. Three hours ride. Round trip fare, \$2.75.



Orange Packing

TRIPS FROM \$3.00 TO \$5.00

Inside Track.—San Gabriel Valley, San Bernardino, orchards, Alhambra, San Gabriel, Covina, San Dimas, Pomona, Ontario, Chino, Colton, Loma Linda. Southern Pacific Railway trains leave L. A. Station. All day trip. Round trip fare, including stopovers, \$3.00.

Santa Barbara.—Ocean boulevard, canyon drives, surf bathing, sulphur springs, yachting, boating, fishing, golf, Hotel Potter, Mission Santa Barbara, orchards. Reached by the Southern Pacific Railway and the Pacific Coast Steamship Company's steamers. Four hours ride. Round trip fare, \$3.50.

San Diego.—Beautiful bay and harbor, Tent City, Hotel del Coronado, Point Loma, Coronado, Missions, Tia Juana, National City, La Jolla, Old Town, Sweetwater Dam, yachting, boating, still-water and surf bathing, fishing. Reached by Santa Fe Railway and steamers of the Pacific Coast Steamship Company. Four hours ride. Round trip fare, \$4.00.

Fullerton and Oil Wells.—Orange and walnut orchards, drives, flowing oil wells, tanks, drills, etc. Reached by Santa Fe Railway, and six mile drive from Fullerton. One day trip. Round trip fare, \$1.40.

THE THEATERS

The Auditorium.—Located on Fifth street, between Olive and Hill streets. The largest theater in the city. Seats for 4,000 persons.

The Belasco.—Located on South Main street, between Third and Fourth streets. Occupied by the Belasco Stock Company.

The Burbank.—Located on Sixth and Main streets. Occupied by the Burbank Theater Stock Company.

The Mason.—Located on Broadway, between First and Second streets. Devoted to large traveling companies.

The Grand.—Located on South Main street near First street. Devoted to traveling and stock companies.

The Orpheum.—Located on Spring street, between Second and Third streets. The Orpheum is the largest vaudeville house in Los Angeles.

The Chinese Theater.—Located at 212 Marchessault street. Devoted to Chinese plays.

Blanchard Hall.—Located on South Broadway, between Second and Third streets. Devoted to lectures, musical recitals, etc.

Simpson Auditorium.—Situated on Hope street, between Seventh and Eighth streets. Devoted to concerts, lectures, etc.

Polytechnic High School Auditorium.—Connected with the Polytechnic High School, corner Washington and Hope streets. Devoted to school work and school lyceum and musical courses.

PLACES OF AMUSEMENT

Angel's Flight.—Located at the corner of Third and Hill streets. A most unique trip. On the summit a pleasure pavilion and an observation tower are to be found.

Bimini Baths.—Natural hot mineral water baths. Open all the time. Take Bimini Baths car.



Indian Art and Crafts Exhibit.—Near Eastlake Park. Take Downey avenue, Eastlake, Alhambra or Pasadena cars.

Chutes Park.—Located at the corner of Washington and Main streets. Entertainments of a varied nature are to be found at this pleasure resort, such as shooting the chutes, miniature railroad, etc. Reached by Main street cars. Admission to grounds, 10c.

The Cawston Ostrich Farm.—The Ostrich Farm is one of the principal points of interest in Southern California. The farm is clothed in semi-tropic verdure. Birds of young and more mature age are to be found here. An interesting sight, to the tourist, is the plucking of the



Echo Park

ostriches. A salesroom is found on the ground, where feathers, boas, etc., are to be found in great variety. Reached by South Pasadena and Pasadena cars of the Pacific Electric Railway. Fifteen minutes ride. 20c. fare. Admission to grounds, 25c. Admission to salesroom, free.

Observation Incline Railroad.—From the top of this incline railway an unequalled view of Los Angeles can be obtained. The inclined road is located opposite the County Court House on North Broadway.

LOS ANGELES CITY PARKS

Westlake Park.—Located on the corner of Alvarado and Seventh streets, and is reached by the West Second or the Seventh and Eighth street car lines.

Eastlake Park.—Is situated on East Main street and Mission road, and is reached by Pacific Electric cars or the Eastlake Park, Maple or Downey avenue cars of the Los Angeles Railway Co. The Eastlake Park Sulphur Bath Plunge is located near the park.

Elysian Park.—Take Garvanza avenue cars.

Hollenbeck Park.—It is located at Sixth and Boyle avenues, and is reached by the Boyle Heights (First street) or Los Angeles Interurban cars.

South Park.—This park is situated on the South Park avenue. It is reached by the San Pedro street cars.

Echo Park.—On Bellevue avenue and Echo Park road; is reached by the cars of the Belt Line.

The Plaza.—Take any north bound car.

POINTS OF INTEREST AND PUBLIC BUILDINGS IN LOS ANGELES

Chamber of Commerce Exhibit.—Admission free. 128 South Broadway, second and third floors. The largest and finest display of products in the world. It is a striking evidence of the varied resources of this section. Open every day, except Sunday, from 9 a. m. to 5 p. m. Printed matter descriptive of Southern California distributed free. The Coronel collection of Mexican curios at the Chamber of Commerce on third floor.

City Hall.—Broadway, between Second and Third.

Public Library.—Hill, between Third and Fourth streets.

Church of Our Lady of the Angels.—No. 536 North Main street. Contains paintings by the Mission Indians of "The Via Crucis." Open to visitors daily. Garvanza, Downey avenue, Eastlake or Hollywood cars.



Echo Park

Hollenbeck Home.—No. 573 South Boyle avenue. A home for aged men and women.

Mrs. Elizabeth Hollenbeck, founder. Open to visitors Tuesdays, 10 a. m. to 5 p. m. Boyle Heights cars, Los Angeles Railway, or Interurban line.

Young Women's Christian Association.—Conservative Life Building, corner Third and Hill streets.

County Court House.—Corner Temple and Broadway. Built of red sandstone and granite, costing \$900,000. View the city from the tower, 9 a. m. to 5 p. m.

Young Men's Christian Association.—614½ S. Broadway.

Chinatown.—North Los Angeles and Marchessault streets. A miniature China. The joss house, Chinese theater, stores, homes.



Cumnock School

State Normal School.—Fifth and Hope streets.

Los Angeles High School.—Hill street, near California. Take Angelino Heights car.

Polytechnic High School.—Washington and Hope streets. Finest and best equipped school of the kind west of Chi-

cago. Take Washington St., University or Grand Ave. cars.

Public Market.—Third street and Central avenue. Best hours to visit before seven o'clock a. m.

RAILROAD DEPOTS

Los Angeles and Redondo Steam Railway—Grand Ave. and Jefferson St. for Gardena, Moneta and Redondo.

Los Angeles and Redondo Electric Railway—Cars leave Station, 217 West Second St., for Gardena, Moneta and Redondo.

Los Angeles-Pacific Electric Railroad—Cars leave Station on Fourth St., bet. Broadway and Hill Sts., for Hollywood, Santa Monica, The Palms, Ocean Park, Venice, Playa del Rey, Manhattan, Hermosa and Redondo.

Pacific Electric Railway—Cars leave Sixth and Main Sts., for Pasadena, Mt. Lowe, Alhambra, San Gabriel Mission, Monrovia, Long Beach, Santa Ana and Compton.

San Pedro, Los Angeles & Salt Lake—First, east of river. Trains leave here for Pasadena, Glendale, Verdugo, Long Beach, Terminal Island and East San Pedro and Riverside, Pomona, Ontario, Colton, and San Bernardino. City office, 601 South Spring St.



Long Beach

Southern Pacific (Arcade)—Fifth street and Central Ave. Trains also stop at River Station, North Downey Ave., Junction of Alameda and North Main Sts., Commercial St. on Alameda, First St. on Alameda and south city limits. City offices, Sixth and Spring Sts.

Southern California or Santa Fe (La Grande)—First St. and Santa Fe Ave. Stop is also made at Downey Ave. and city limits. City office, 334 South Spring St.

ALL POINTS IN SOUTHERN CALIFORNIA AND HOW TO REACH THEM.

R. T.—Round Trip.

Place	Line	Fare
Acton	So. Pac.	\$1.75
Alamitos Bay.....	Pac. Elec.....	R. T. 0.55
Alamitos Beach.....	So. Pac.....	0.35
Alhambra.....	Pac. Elec. & So. Pac.	
	R. T.	0.25
Allessandro	Santa Fe	2.25
Alpine Tavern.....	Pac. Elec.....	R. T. 2.00

Altadena	Pac. Elec.....	R. T.	0.40
Anaheim	Santa Fe & So. Pac.....		0.80
Anaheim Landing	Pac. Elec.....	R. T.	0.65
Arcadia	So. Pac.....		0.45
Arlington	Santa Fe.....		1.75
Artesia	Pac. Elec.....	R. T.	0.55
Arrowhead	Santa Fe.....		1.95
Asbury Park	Pac. Elec.....	R. T.	0.50
Azusa	Santa Fe.....		0.70
Bairds.....	Pac. Elec.....	R. T.	0.20
Baldwin's Ranch	Pac. Elec.....	R. T.	0.50
Banning.....	So. Pac.		2.65
Barstow.....	Santa Fe		5.00
Basset.....	So. Pac.		0.50
Bay City	Pac. Elec.....	R. T.	0.60
Beaumont	So. Pac.		2.45
Bells	Pac. Elec.....	R. T.	0.25
Benedict.....	So. Pac.		0.95
Bixby	Salt Lake		0.35
Blackburn	Pac. Elec	R. T.	0.35
Bloomington.....	So. Pac.		1.60
Bolsa Beach.....	Pac. Elec.....	R. T.	0.75
Bolsa Gun Club	Pac. Elec.....	R. T.	0.75
Brighton Beach.....	Salt Lake	R. T.	0.75
Brookhurst	So. Pac.....		0.75
Buena Park.....	So. Pac.....		0.60
Burbank.....	So. Pac.....		0.35
Burnett.....	Pac. Elec.....	R. T.	0.50
Calexico.....	So. Pac.		8.70
Camulus.....	So. Pac.		1.45
Carmentia	So. Pac.....		0.60
Capistrano.....	Santa Fe.....		1.70
Carlsbad.....	Santa Fe.....		2.65
Carpenteria.....	So. Pac.....		2.80
Casa Blanca	Santa Fe.....		1.75
Centinella	L. A. & Redondo Ry...		0.30
Chapman	So. Pac.		0.35
Casa Verdugo	Pac. Elec.	R. T.	0.25
Catalina Island—Avalon	Pac. Elec., via San Pe- dro, So. Pac. or Salt Lake	R. T.	2.75
Charter Oak	So. Pac.		0.80
Chatsworth	So. Pac.		0.90
Chino	So. Pac.		1.20
Chula Vista	Santa Fe		4.25
Cienga	So. Pac.		0.25
Claremont	Santa Fe		1.10

Clearwater	Pac. Elec.	0.40
Coachella	So. Pac.	4.50
Colegrove	L. A. Pac. Elec.... R. T.	0.20
Colton	So. Pac., Santa Fe and Salt Lake.	1.75
Compton	Pac. Elec. R. T.	0.40
	So. Pac.	0.35
Corona	Santa Fe	1.65
Coronado	Santa Fe	3.85
County Farm	Salt Lake	0.30
Covina	So. Pac.	0.70
Crafton	So. Pac.	2.05
Crary	Santa Fe	1.50
Cucamonga	So. Pac.	1.30
Cypress	Pac. Elec. R. T.	0.60
Declez	So. Pac.	1.45
De Luz	Santa Fe.	3.10
Del Mar	Santa Fe.	3.10
Dodgeville	So. Pac.	0.20
Dominguez	Pac. Elec. R. T.	0.40
Downey	So. Pac.	0.30
Duarte	So. Pac. & Santa Fe....	0.50
Eastberne	So. Pac. & Santa Fe....	2.00
E. San Gabriel	Pac. Elec. R. T.	0.30
Echo	Pac. Elec.	1.50
Eli	Pac. Elec. R. T.	0.50
El Cajon	San Diego Cy. & E., via Santa Fe	4.50
El Centro	So. Pac.	8.20
El Casco	So. Pac.	2.20
Elfman	So. Pac.	0.35
El Modena	So. Pac.	1.05
Elsinore	Santa Fe	2.75
El Foro	Santa Fe	1.40
Encinitas	Santa Fe	2.90
Escondido	Santa Fe	3.45
Ethanac	Santa Fe	2.55
Etiwa	So. Pac.	1.40
Etiwanda	Santa Fe	1.40
Fallbrook	Santa Fe	3.35
Fernando	So. Pac.	0.65
Fillmore	So. Pac.	1.70
Fleming	Pac. Elec.	0.10
Florence	So. Pac.	0.20
Fruitland	Pac. Elec. R. T.	0.20
Fullerton	Santa Fe	0.70
Fulton Wells	So. Pac.	0.40

Gadwell	Pac. Elec.	R. T.	0.55
Gage	Pac. Elec.	R. T.	0.40
Gardena	Pac. Elec.	R. T.	0.35
Gardiner Junction	L. A. Pac. Elec.	R. T.	0.20
Garvanza	Pac. Elec.		0.05
Garden Grove	Pac. Elec.		0.55
German	Pac. Elec.	R. T.	0.50
Glendale	Pac. Elec.	R. T.	0.25
Glendora	Santa Fe		0.75
Graham	Pac. Elec.		0.10
Greening	Pac. Elec.	R. T.	0.25
Guirado	Pac. Elec.	R. T.	0.45
Guyar	Pac. Elec.	R. T.	0.40
Hemet	Santa Fe		3.00
Hermosa	L. A. Pac. Elec.	R. T.	0.50
Hesperia	Santa Fe		3.45
High Grove	So. Pac., Santa Fe and Salt Lake		1.75
Highland	Santa Fe		2.05
Hobart	Salt Lake		0.10
Hollywood	L. A. Pac. Elec.	R. T.	0.20
Huntington Beach	Pac. Elec.	R. T.	0.75
Huntington Park	Pac. Elec.		0.10
Hynes	Salt Lake		0.35
Imperial	So. Pac.		8.05
Indio	So. Pac.		4.40
Inglewood	L. A. & Redondo Ry.	R. T.	0.30
Irwindale	So. Pac.		0.65
Irvine	Santa Fe		1.25
Ivanhoe	Pac. Elec.		0.10
Ivy	So. Pac.		0.25
Ivy Park	L. A. Pac. Elec.		0.20
King	Pac. Elec.	R. T.	0.50
Johannesburg	Santa Fe		6.00
Laguna	Pac. Elec.	R. T.	0.40
La Jolla	San Diego, La Jolla Ry.		4.35
Lakeside	San Diego Cuy. & E. Ry.		4.70
Lamanda Park	Pac. Elec.	R. T.	0.35
La Mesa	San Diego Cuy. & E. Ry.		4.30
La Miranda	Santa Fe		0.55
Lancaster	So. Pac.		2.40
Lang	So. Pac.		1.35
Lankershim	So. Pac.		0.50
Laurel Canyon	L. A. Pac. Elec.	R. T.	0.25
Lemon	So. Pac.		0.75
Lincoln Park	Pac. Elec.		0.10

Lemon Grove	San Diego Cuy. & E. via Santa Fe	4.20
Linda Vista	Santa Fe	2.35
Loara	So. Pac.	0.80
Loma Linda	So. Pac.	1.85
Lomita Park	Pac. Elec. R. T.	0.25
Long Beach	So. Pac.	0.35
	Pac. Elec. R. T.	0.50
Lordsburg	So. Pac. & Santa Fe	0.95
Los Alamitos	So. Pac.	1.10
Los Cerritos	Pac. Elec. R. T.	0.50
Los Nietos	So. Pac.	0.40
Lynwood	So. Pac.	0.30
Manhattan	L. A. Pac. Elec. R. T.	0.50
Manhattan Beach	Santa Fe	0.35
Marlboro	So. Pac.	0.95
Mecca	So. Pac.	4.90
Menifee	Santa Fe	2.65
Mentone	Santa Fe & So. Pac.	2.05
Miramar	So. Pac.	3.00
Molino	Santa Fe	2.05
Moneta	L. A. Redondo Ry. R. T.	0.35
Monrovia	Pac. Elec. & So. Pac. R. T.	0.50
Montalvo	So. Pac.	2.15
Monte	So. Pac.	0.40
Montecito	So. Pac.	3.05
Monte Vista	Pac. Elec.	0.10
Moorpark	So. Pac.	1.65
Morena	San Diego La Jolla Ry., via San Diego	4.05
Morocco Junction	L. A. Pac. Elec.	0.20
Mt. Lowe	Pac. Elec.	2.50
Murietta	Santa Fe	3.20
McKinley Home	Pac. Elec. R. T.	0.35
McPherson	So. Pac.	1.00
Narod	So. Pac.	1.15
National City	Santa Fe	3.95
Needles	Santa Fe	11.15
Newhall	So. Pac.	0.90
Newkirk	Pac. Elec. R. T.	0.45
Newmark	Salt Lake	0.25
Newport Beach	Pac. Elec. R. T.	1.00
Newton	Pac. Elec.	0.10
Nordhoff	So. Pac.	2.90
North Alhambra	So. Pac.	0.25
Northam	Santa Fe	0.60

North Cucamonga	Santa Fe	1.30
North Pomona	Santa Fe	1.00
Norwalk	So. Pac.	0.45
Ocean Park	L. A. Pac. Elec. . . . R. T.	0.50
Oceanside	Santa Fe	2.55
Old Town	Santa Fe	3.85
Olive	Santa Fe	1.05
Oneonta Park	Pac. Elec.	0.10
Ontario	So. Pac. & Salt Lake	1.20
Orange	So. Pac. & Santa Fe	0.95
Ostrich Farm	Pac. Elec.	0.10
Otay	Nat'l City Otay Ry., via San Diego	4.15
Oxnard	So. Pac.	2.00
Pachappa	Santa Fe	1.75
Pacific Beach	San Diego La Jolla, via San Diego	4.10
Pacoima	So. Pac.	0.60
Palmdale	So. Pac.	2.10
Pasadena	Pac. Elec. R. T.	0.25
Patata	So. Pac.	0.25
Patton	Santa Fe	1.95
Pedley	Salt Lake	1.50
Perris	Santa Fe	2.40
Pico	Salt Lake	0.30
Piru	So. Pac.	1.50
Playa Del Rey	L. A. Pac. Elec. . . . R. T.	0.50
Pomona	So. Pac. & Salt Lake	1.00
Port Los Angeles	So. Pac. R. T.	0.50
Puente	So. Pac.	0.60
Randsburg	Santa Fe	0.25
Ravenna	So. Pac.	1.65
Raymond	Santa Fe	0.25
Raymond Hotel	Pac. Elec.	0.10
Redlands	So. Pac. & Santa Fe	2.05
Redondo Beach	L. A. & Redondo Ry., ... R. T.	0.50
Rialto	Santa Fe	1.60
Richfield	Santa Fe	1.15
Rivera	Pac. Elec. R. T.	0.40
Riverside	So. Pac., Salt Lake and Santa Fe	1.75
Roscoe	So. Pac.	0.45
Rosecrans	Los Angeles & Redondo Ry. R. T.	0.30
Rowland	Salt Lake	0.60
Rubio Canyon	Pac. Elec.	0.75

Salton	So. Pac.	5.45
San Bernardino	So. Pac., Salt Lake and Santa Fe	1.75
San Diego	Santa Fe	3.85
San Dimas	Santa Fe & So. Pac.	0.85
San Francisco	So. Pac.	14.00
San Gabriel	So. Pac.	0.30
San Gabriel	Pac. Elec. R. T.	0.30
San Jacinto	Santa Fe	3.10
San Juan	Santa Fe	1.75
San Marcos	Santa Fe	3.20
San Marino	So. Pac.	0.30
San Onofre	Santa Fe	2.00
San Pedro	Pac. Elec. R. T.	0.50
Santa Ana	Pac. Elec., So. Pac. and Santa Fe	1.00
Santa Anita	Santa Fe	0.40
Santa Barbara	So. Pac.	3.15
Santa Monica	L. A. Pac. Elec. R. T.	0.50
Santa Paula	So. Pac.	2.00
Santa Susana	So. Pac.	1.10
Saticoy	So. Pac.	2.15
Saugus	So. Pac.	1.00
Savannah	So. Pac.	0.40
Sawtelle	L. A. Pac. Elec. R. T.	0.45
Seaside Park	Pac. Elec. R. T.	0.50
Sespe	So. Pac.	1.80
Sherman	L. A. Pac. Elec. R. T.	0.25
Signal Hill	Pac. Elec. R. T.	0.50
Sierra Madre	Pac. Elec. R. T.	0.50
Smeltzer	So. Pac.	1.70
Solano	Pac. Elec. R. T.	0.25
Soldiers' Home	L. A. Pac. Ry.	0.45
Somis	So. Pac.	1.65
Sorrento	Santa Fe	3.25
South Pasadena	Pac. Elec.	0.10
Spadra	So. Pac.	0.90
Strathern	So. Pac.	1.35
Strawberry Park	Pac. Elec. R. T.	0.35
Studebaker	So. Pac.	0.40
Summerland	So. Pac.	2.95
Sunnyside	Pac. Elec. R. T.	0.25
Sunset Beach	Pac. Elec. R. T.	0.75
Sweetwater Dam	Nat'l City Otay Ry., via San Diego	4.00
Tehachapi	So. Pac.	3.70
Temecula	Santa Fe	3.40

Terminal Island	Salt Lake	R. T.	0.50
Termino	Pac. Elec.	R. T.	0.55
Thenard	So. Pac.		0.35
The Palms	L. A. Pac. Elec.		0.20
Tropico	Pac. Elec.	R. T.	0.25
Tustin	So. Pac.		1.05
University	So. Pac.		0.10
Venice	L. A. Pac. Elec.	R. T.	0.50
Ventura	So. Pac.		2.30
Verdemont	Santa Fe		2.10
Verdugo Park	Salt Lake		0.25
Vernondale	So. Pac.		0.10
Victorville	Santa Fe		3.55
Vineland	So. Pac.		0.65
Vinevale	So. Pac.		0.35
Walnut	Salt Lake		0.75
Wanda	So. Pac.		1.00
Watts	Pac. Elec.	R. T.	0.30
West Glendale	So. Pac.		0.25
West Orange	So. Pac.		0.95
Willowbrook	Pac. Elec.	R. T.	0.40
Willows	Pac. Elec.	R. T.	0.50
Whittier	Pac. Elec.	R. T.	0.50
	So. Pac.		0.40
Wilmington	Pac. Elec.	R. T.	0.50
	So. Pac.		0.30
Winchester	Santa Fe		2.75
Wintersburg	So. Pac.		1.65
Winthrop	So. Pac.		0.10
Workman	Salt Lake		0.30
Yorba	Santa Fe		1.15
Ysidora	Santa Fe		3.35



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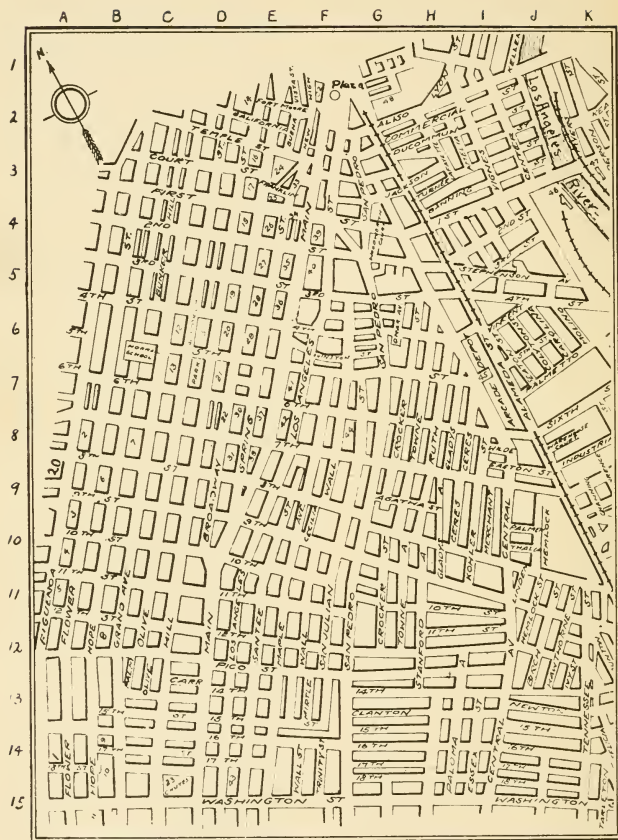
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Alexandria Hotel	7-E	Mason Opera House.....	4-E
Fifth and Spring.		Bdwy., bet. First and Second.	
American Transfer Co.	7-E	News	9-D
536 S. Spring.		Eighth and Spring.	
Angel's Flight	5-D	Orpheum	5-E
Third and Hill.		S. Spring, bet. 2nd and 3rd.	
Burbank Theater	7-E	Pacific Coast Steamship Co....	6-E
548 S. Main.		328 S. Spring.	
Catholic Cathedral.....	5-F	Polytechnic High School.....	15-B
Main, near Second.		Washington, near Hope.	
Central Park	7-D	Post Office	8-C
Sixth and Hill.		Seventh and Grand.	
Chamber of Commerce.....	4-E	Postal Telegraph Co.....	5-E
Bdwy., bet. First and Second.		238 S. Spring.	
Christ Church	11-A	Public Library.....	5-E
Twelfth and Flower.		Laughlin Building.	
Christian Church	3-E	Record	8-F
221 N. Broadway.		612 Wall St.	
Chutes	15-D	S. P. Depot.....	7-I
Main and Washington.		Fifth and Central.	
City Hall	5-E	S. P., L. A. & S. L.....	7-E
S. Bdwy., bet. 2nd and 3rd.		Sixth and Spring.	
Congregational Church	9-B	Salt Lake Depot	2-K
S. Hope, bet. 8th and 9th.		First and Myers.	
Court House	2-E	Santa Fe Depot.....	3-K
Broadway and Temple.		Santa Fe Ave., bet. 1st and 2nd.	
Ebell Club	14-A	Santa Fe Office.....	6-E
Eighteenth and Figueroa.		334 S. Spring.	
Emergency Hospital.	4-E	Simpson Auditorium	9-B
326 W. First.		Hope, bet. Eighth and Ninth.	
Examiner	6-D	St. Vincent College.....	15-B
Broadway, near Fifth.		Grand Ave. and Washington.	
Express	6-E	Swedish Baptist Church.....	9-D
Fifth, bet. Spring and Bdwy.		171 W. Eighth St.	
Fiesta Park	11-B	Swedish Lutheran Church.....	14-A
Twelfth and Grand.		Seventeenth and Hope.	
First German Methodist Church.	6-C	Temple Auditorium	6-C
Olive, near Fifth.		Fifth and Olive.	
Friday Morning Club.....	10-A	Times	4-E
940 S. Figueroa.		First and Broadway.	
Grand Opera House	4-F	Unitarian Church	9-B
112 S. Main.		927 S. Flower.	
Herald	4-E	United Presbyterian Church....	9-A
Bdwy., bet. First and Second.		Ninth and S. Figueroa.	
High School.	2-E	Wells Fargo Express Co.....	6-E
Hill and Fort Moore.		445 S. Main.	
Immanuel Presby'n Church....	10-A	Western Union Telegraph Co...	4-E
Tenth and Figueroa.		First and Spring.	
Jonathan Club	7-E	Y. M. C. A.....	7-D
Pacific Electric Building.		621 S. Broadway.	
Los Angeles Transfer Co.....	8-E	Y. W. C. A.....	5-D
753 S. Spring.		Third and Hill.	

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